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THE HOUSE OF REPRESENTATIVES

DURING THE

SECOND SESSION OF THE FORTIETH CONGRESS,

1867-'68.

IN TWENTY VOLUMES.

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Volume 2.....	No. 1. War: Parts 1 and 2.
Volume 3.....	No. 1. Interior: Parts 1 and 2.
Volume 4.....	No. 1. Navy, Postmaster General.
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40TH CONGRESS, }
2d Session. }

HOUSE OF REPRESENTATIVES.

{ Ex. Doc.
No. 1.

MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES

AND

ACCOMPANYING DOCUMENTS,

TO THE

TWO HOUSES OF CONGRESS

AT THE

COMMENCEMENT OF THE SECOND SESSION OF THE FORTIETH CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1867.

R E P O R T
OF THE
SECRETARY OF THE NAVY.

REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
December 2, 1867.

SIR: During the year our naval force has been almost exclusively employed on foreign stations. But little remained for it to perform in our own waters, and the general peace which has prevailed throughout the civilized world has called for no interposition or active operations on our part for the protection of our commerce abroad. The display of a naval force has been sufficient to suppress threatened difficulties, and in every quarter American interests have been respected and American rights observed by commercial nations, and intercourse and trade have been fostered.

EXHIBIT OF THE NAVAL FORCE.

During the year the aggregate naval force has been reduced forty vessels and four hundred and eighty-two guns. The number of vessels in commission has been reduced twelve, and the number on squadron service is thirteen less than at the date of my last report. The following is a summary of the present condition of the vessels of the navy:

	No.	Guns.
Vessels in squadron service.....	56	507
Apprentice ships	3	52
Receiving ships.....	8	129
Special and lake service	3	54
Attached to Naval Academy.....	10	115
On service at yards and stations, including yard and powder tugs, and vessels used as barracks and as coal barges	23	41
Total number of vessels in use.....	103	898
Iron-clad vessels laid up	49	109
Iron-clad vessels not completed.....	6	22
Steam vessels not completed	21	332
Sailing vessels not completed, (old line-of-battle ships,).....	2	
Other vessels laid up, repairing, fitting for sea, and for sale.....	57	508
Total number of vessels and guns.....	238	1,869

Eleven thousand nine hundred men have been employed in the naval and coast survey service during the year.

EUROPEAN SQUADRON.

Admiral Farragut was last spring designated to command the European squadron. He hoisted his flag on the Franklin, at New York, on the 17th of June, and departed from Sandy Hook on the 28th of that month. On the 14th of July he relieved Rear-Admiral Goldsborough at Cherbourg.

The reception of our distinguished naval commander by the people at the different ports he has visited, and by the sovereigns and authorities of Europe, has been of a character gratifying to himself, and to the government and people of the United States. At Cherbourg the Franklin was visited by the Empress of France, while Admiral Farragut was invited to Paris by the Emperor, who tendered to him personal attention and courtesy.

On the 30th of July he sailed for Cronstadt; the Ticonderoga, Canandaigua, and Frolic composing, with his flag-ship, the squadron which went up the Baltic. This was the largest American naval force which had ever visited the countries of northern Europe. Highly complimentary and friendly honors, naval and civil, were everywhere extended. International, official, and honorary salutes were given and returned. At Cronstadt the squadron was visited by his Highness the Grand Duke Constantine, the official head of the Russian navy, by Rear Admiral Lessoffsky, and other dignitaries, and by the municipal authorities of St. Petersburg. During their brief stay at Cronstadt our officers experienced the unbounded hospitality and unwearied courtesy and attention of the Russian government and people, whose friendship and attachment to the United States have been so often and unmistakably manifested. Many availed themselves of invitations to visit Moscow, the ancient capital, and other parts of the empire. Upon leaving Cronstadt, on the 30th of August, the squadron proceeded by invitation from the grand duke to visit and inspect the iron-clad fleet of Russia at Trongsund Roads, where a grand naval review took place. On the 1st of September they proceeded to sea amid cheering from all the ships of the two squadrons, "concluding," in the words of Admiral Farragut, "a visit which from first to last has been marked by the interchange of the warmest friendliness, and which we shall always cherish as one of the most pleasant remembrances of our lives."

The squadron anchored on the 3d of September off Waxholm, below Stockholm. A vessel was placed at the disposal of Admiral Farragut during his stay, by order of the government, and on reaching the Swedish capital he was presented to the King, who expressed the gratification which it gave him to welcome the vessels of war of the United States once more in the waters of Sweden.

The squadron left Stockholm on the 9th of September, and on the 14th anchored off Copenhagen. During the run to this point, and in a heavy gale, the full steaming power of the Franklin was tested. Her performance gave general satisfaction, and Admiral Farragut says that he "can with confidence say she steams better under full power than any frigate in our service." The ministers of war and marine tendered him all the civilities in their power during his stay in Copenhagen. On the 19th, by invitation, he dined with the King of

Denmark, his brother, and his two sons, the crown prince, and his Majesty, George, the King of Greece.

Admiral Farragut left Copenhagen on the 19th of September, and arrived off Gravesend, England, on the 26th. The lords commissioners of the admiralty here telegraphed him that they would be happy to render any attention to him and his squadron that might be agreeable. He accompanied them on their annual tour of inspection of the dock-yards of Woolwich, Chatham, Sheerness, and Portsmouth. Great courtesy was invariably extended to him and his officers on these visits. The Prince de Joinville visited the Franklin, and the admiral and his officers accepted the cordial invitation of the prince to visit him at his residence at Mount Lebanon. The flag-ship having gone to Sheerness, the admiral joined her at that place on the 12th October. On the 14th he attended the gun target practice at Shoeburyness.

On the 15th, Admiral Farragut sailed for Portsmouth, which point he reached the next day. On the 17th, he entertained the lords of the admiralty, receiving them with full honors, and on the day following made a most interesting visit to the dock-yard, the gunnery ship, and some of the iron-clads. On the 19th, he received his highness the Duke of Cambridge, with yards manned the royal standard at the main, and a salute of twenty-one guns. During his entire stay at Portsmouth a small steamer was placed at his disposal, and the admiral was received with every kindness and hospitality, not only by officers of the army and navy, but also by the civil authorities.

On the 20th, he left Portsmouth, and on the next day anchored in Plymouth harbor. At this place there was a repetition of the civilities received at other points, extending over three days. The admiral sailed on the 24th, and anchored off Lisbon on the 28th.

The despatches of Admiral Farragut relating to his public movements, received at the department prior to November 1, are given in the appendix to this report

Rear-Admiral Goldsborough continued in command of the squadron until relieved by Admiral Farragut. In the month of December, 1866, the Colorado left Lisbon for the Mediterranean, and after passing a few days at Port Mahon, proceeded in January to Ville-franche, where she remained until March, when she left for southern Italy. In May she went from Naples to Trieste, and returned by way of Carthage to Gibraltar in June.

In the month of November, 1866, on a joint application from Mr. King, our minister at Rome, and Mr. Fox, then one of the Assistant Secretaries of the Navy, who was in Rome, urging the immediate presence of one of our ships-of-war at Civita Vecchia on a very important matter, the Swatara was ordered to proceed to that place. The object in view was the transportation of John H. Surratt, charged with having been implicated in the assassination of the late President Lincoln, to the United States. But the prisoner escaped from his captors and fled from the Papal dominions. He was, however, retaken in Alexandria, whither the Swatara followed him, and where Commander Jeffers received him on the 21st of December, from our consul general in Egypt. Leaving Alexandria, the Swatara, after a tedious voyage, touching at Nice and Funchal,

reached Washington in February, where Commander Jeffers delivered the prisoner to the marshal of the District of Columbia, and the *Swatara* immediately thereafter returned to Lisbon and rejoined the European squadron.

Earnest appeals in behalf of the suffering Christians in Crete have, from time to time, been made to our naval officers, urging them to so far depart from the principle of non-interference and that neutrality which the government of the United States has studiously enjoined and observed, as to repair to that island and convey to the shores of Greece the women and children, who were represented as houseless and destitute, the results of the insurrection against the Turkish authorities. Rear-Admiral Goldsborough, to whom application was first made for a naval vessel to transport the inhabitants from Crete, very properly declined to violate neutral obligations, nor could the department authorize him to employ a steamer to convey inhabitants from Turkish territory during civil war without the consent of the Turkish government. He was informed that if our minister at Constantinople could obtain permission of the government to convey away the inhabitants the department would interpose no objection to the employment of a steamer as requested, though naval vessels are not adapted to transportation.

The *Canandaigua*. Captain Strong, was despatched to Crete with full, explicit, and guarded instructions from Rear-Admiral Goldsborough to first obtain an interview with the chief authority of the island, explain the object of his visit to be one of friendship, harmony, and humanity, and if consent could be obtained, to receive on board as many Greek women and children as the vessel could accommodate, and take them to Greece. In an interview with Omar Pacha, Captain Strong communicated his instructions, but permission was refused, and he was informed it would not be allowed under any circumstances.

Subsequently, on the 26th July, Admiral Farragut despatched the *Swatara*, Commander Jeffers, to Crete. His reports confirm the representations of Captain Strong, of the *Canandaigua*, as to the impolicy of any interference on our part with either of the belligerents. It could not be done without violating the neutrality which we had always observed, and, whatever may have been our sympathies, we could take no active measures with the insurrectionists without an injustice to the Turkish government, which had scrupulously respected our national integrity and refused recognition of the rebels when other nations gave them countenance. At a period when other powers restricted the courtesies which belonged to us, placed us on the footing of belligerents, and extended to the rebels all the privileges that were given to the naval vessels of the United States, the Turkish government maintained honorable faith with us, and gave no encouragement to the insurrection which threatened the stability of our Union. The despatches of Captain Strong and Commander Jeffers are appended to this report.

The following vessels now compose the European squadron :

Franklin, (flag-ship,)	39 guns.	Shamrock.....	10 guns.
Canandaigua	7 "	Frolic	5 "
Ticonderoga	9 "	Guard, (store-ship,)	3 "
Swatara	10 "		

ASIATIC SQUADRON.

The Asiatic squadron is still under the command of Rear-Admiral H. H. Bell, and has been re-enforced during the year by the addition of the Oneida, Iroquois, Aroostook, Unadilla, and the Onward, and consists at this time of the

Hartford, (flag-ship).....	21 guns.	Ashuelot	10 guns.
Shenandoah	7 "	Monocacy	10 "
Oneida.....	8 "	Aroostook	5 "
Wachusett	9 "	Unadilla	5 "
Wyoming	6 "	Onward	3 "
Iroquois.....	6 "	Supply	6 "

The Piscataqua, one of the steam frigates recently built, will sail in a few days to relieve the Hartford, and carry out Rear-Admiral S. C. Rowan, who will succeed Rear-Admiral Bell.

The Idaho, taken into the service by direction of Congress, has been converted into a sailing vessel by removing the boilers and machinery, which were condemned as worthless. She sailed from New York November 1st, and will be stationed at Nagasaki and be used principally as a hospital and store-ship.

The Maumee is now on her way to join the squadron, and the Wachusett Wyoming, Onward, and Supply are under orders to return to the United States

In April last, by request of Mr. Van Valkenburgh, the United States minister, Rear-Admiral Bell proceeded to Yokohama, having been advised that the foreign ministers resident in Japan proposed to visit the Tycoon, who had invited them to an interview at his country residence. The occasion being an extraordinary one in the history of Japanese intercourse with foreigners, and the transaction one of an important commercial and business character, Rear-Admiral Bell deemed it expedient that our minister should be sustained by the display of a respectable naval force off the port of Osaka, and that Mr. Van Valkenburgh should be conveyed thither in his flag-ship, the Hartford. With this intent he assembled at Yokohama the Hartford, Shenandoah, and Wyoming, of his squadron. Unfortunately the machinery of the Hartford became temporarily disabled on her passage from Hong Kong, and she could not therefore discharge this duty. The minister was, however, accommodated on board the Shenandoah, which, in company with the Wyoming, proceeded to Osaka, where he was landed on the first of May with the usual honors, and escorted by the marine guard of both vessels. Rear-Admiral Bell subsequently arrived in the Hartford, and remained with the Shenandoah and Wyoming until the object of the mission was completed, when the Shenandoah returned with the minister to Yokohama, and the Hartford and Wyoming proceeded by way of the inland sea to Nagasaki.

The Japanese government having, in the interview between the Tycoon and the ministers, signified its purpose to open an additional port on the western coast to foreign trade, our minister, in pursuance of an arrangement with his colleagues, left Yokohama on the 25th of June in the Shenandoah, which had been placed at his disposal, with a view of examining the different ports and selecting the most suitable one for commercial purposes. Unusual interest marked this cruise. The Shenandoah reached Hakodadi on the 28th of June, and the first salute

that was ever fired there in honor of a foreign minister was given on this occasion. The minister and the officers of the Shenandoah were received by the governor with marked ceremony and politeness. On the 12th of July the Shenandoah entered the port of Neegata, where similar courtesies were extended to them by the governor, vice-governor, and a large concourse of officials. Nanou was reached on the 13th of July, no American vessel having ever before entered that harbor, and on the 17th of July she visited Mikuni and also Tsurunga, where no foreign vessel of war had ever previously anchored. The Shenandoah arrived on the 20th at Miyadsu, the most beautiful of all the bays visited.

Commodore Goldsborough and the officers under his command made surveys of most of these new harbors, and prepared sailing directions for their entrance.

In consequence of the domestic troubles in Japan, and to prevent interruption of our opening commerce with that country, and especially in consideration of the national importance of the recently established communication with Asia by the Pacific Mail Steamship Company, one or more of the vessels of the Asiatic squadron is constantly maintained in the waters of Japan.

American commerce in the east suffered some detriment during our civil war, and others have profited by our misfortune. Prussia has, within a few years, become conspicuous as a mercantile power in the east. Sailing vessels under her flag are seen in every port, receiving freights at lower rates than are offered by either American or British ships, and German merchants are securing a thriving business in that quarter. Apprehensions are expressed that we are not destined to recover the prestige of our former successful mercantile marine in the China seas, unless it be by means of steam vessels built for that trade. The arrival of the Pacific Mail Steamship Company's steamer Colorado, the first of that line, at Hong Kong in January last, via Yokohama, twenty nine and a half days from San Francisco, was an event of vast importance in steam navigation, as well as of intense interest to our countrymen in eastern Asia, and was greeted by our naval vessels with a salute of twenty-one guns, and their mastheads were dressed with the American ensign. The establishment of this line of steamers is, without doubt, destined to have an expanding and beneficent influence on the commerce of the world.

In the autumn of 1866 intelligence reached the squadron that the American schooner General Sherman had been wrecked in the Ping Yang river, one of the streams of Corea, and that all of her officers, crew, and passengers were murdered. Rear-Admiral Bell despatched the Wachusett, Commander R. W. Shufeldt, to Chifu to investigate the circumstances attending the loss of the General Sherman, with instructions to demand of the chief authorities that, if there were any survivors of the schooner, they should be delivered on the deck of the Wachusett, whatever might be their nationality, and to make such further investigation as was practicable.

The Wachusett anchored near the mouth of the Ta Tong river, on the west coast of Corea, on the 23d of January. The pilot secured for those waters did not consider it safe, at that season, to take the vessel to the Ping Yang, which was some fifty miles to the northward. Commander Shufeldt had, therefore, to

communicate with the King of Corea by a messenger, secured through the instrumentality of the chief of a fishing village. The object of his visit and his demands were thus made known; but no reply to his communication was received. On the 29th of January, however, an officer, who claimed to be from the capital, was presented on board the Wachusett, and had an interview with her commander. The result was most unsatisfactory. Commander Shufeldt was unable to find any peaceable solution of the difficulty, or that there were any survivors of the ill-fated vessel.

In reference to this affair, Rear-Admiral Bell apprehends that, "until the government takes efficient action on this case, our countrymen lawfully navigating the seas adjacent to Corea will be in peril of life and liberty of person from the barbarities of the people and the authorities of that country, who aim at the exclusion of strangers."

No survey of that part of the coast has ever been made. Commander Shufeldt, therefore, while waiting a response to his communication to the King, improved the time in making a partial survey of the Ta Tong river.

Piracies have occurred less frequently the current year than in some former seasons. They do not often take place during the northeast monsoons, that is, between October and May. The violence of the winds at that season prevents the vessels from being becalmed and drives the piratical junks and row boats from the sea. It also carries American and European vessels off the coast or into ports with too great speed to be boarded. The season for piracies is during the southwest monsoons, when calms and summer breezes with smooth seas prevail.

The *Monocacy* was instructed to proceed in May last to Bruni, Borneo, and investigate for the information of the government the circumstances of an alleged attack on, and the destruction of, the residence of the American consul at that place. On the 27th of that month, the *Monocacy*, Commander Carter, anchored abreast of the sultan's palace off Bruni, and after executing his mission left on the 1st of June.

In the early part of the year, information reached the squadron that the American bark *Rover* had been wrecked on the southeast end of the island of Formosa, and it was rumored that all who were on board had been murdered. Commander Febiger, with the *Ashuelot*, was ordered to proceed to the locality in question, gain what information he could in reference to the affair, and rescue the survivors should any be found. On his arrival at Tai-wan-Foo, in April, Commander Febiger required of the three principal authorities of the island an immediate investigation of the outrage, the seizure and punishment of those implicated, and the recovery of any of the shipwrecked crew who survived. The authorities expressed much interest in the case, and indicated a desire to obtain all information possible, and to punish those who were engaged in it; but they claimed to be unable to bring to justice the perpetrators of the crime, who belonged to a horde of savages that were not obedient to their laws. They represented, moreover, that it was difficult to employ an effective armed force against savages who were incapable of holding negotiations with civilized people.

On visiting the immediate scene of the outrage, Commander Febiger deemed it unadvisable, with his limited force, to resort to hostile measures.

Rear-Admiral Bell was not disposed that so great a crime should pass unpunished, and he therefore left Shanghai in June, with the *Hartford* and *Wyoming*, for the purpose of destroying, if possible, the lurking places of the savages who had murdered the crew of the *Rover*. When he reached Taka, he received on board Mr. Pickering, an interpreter, Mr. Taylor, a merchant of that place, and her Britannic Majesty's consul, Charles Carroll, esq., who were anxious to accompany the expedition. The latter gentleman had, previously, humanely but unsuccessfully endeavored to communicate with the savages and ransom any of the crew of the *Rover* who survived.

On the 13th of June the vessels anchored within half a mile of the shore, and one hundred and eighty-one officers, sailors, and marines were landed, under command of Commander George C. Belknap, of the *Hartford*, accompanied by Lieutenant Commander Alexander S. Mackenzie, fleet lieutenant, as second in command, he having earnestly sought to go on the expedition.

Soon after landing, savages, dressed in clouts and their bodies painted, were, by the aid of glasses, seen assembled in parties of ten or twelve on the cleared hills about two miles distant, their muskets glittering in the sun. As our men approached the hills, the savages, familiar with the paths, descended to meet them, and, gliding through the high grass from cover to cover, displayed a strategy and courage equal to North American Indians. Delivering their fire, they retreated without being seen by our men, who, charging on their coverts, frequently fell into ambuscades. The detachment pursued them in this harassing manner out of sight of the ships until 2 p. m., when they halted to rest. While thus resting the savages covertly approached and fired upon the party. Lieut. Commander Mackenzie immediately placed himself at the head of the company commanded by Lieutenant Sands, of the *Hartford*, and daringly led a charge into the ambuscade. He fell mortally wounded by a musket ball, and died while being borne to the rear. His loss was deeply felt by his comrades, and his commander, in communicating his death, pays a generous and deserved tribute to this gallant young officer when he says the navy could boast no braver spirit and no man of higher promise. He was distinguished for his professional knowledge, aptitude, and tact, and for suavity of manners, which inspired the confidence and affection of his men, while his impetuous courage impelled him ever to seek the post of danger, where he was always seen in the advance, a conspicuous mark and an example.

Several of the officers and men experienced severe sun-strokes, the heat being intense; and as the command was generally exhausted in unavailing efforts to get at the enemy, Commander Belknap determined to return to the ships, which were reached at 4 p. m., after an exhausting march of six hours under a tropical sun.

The experience obtained demonstrated the inutility of such an expedition against a savage enemy in a wild country, by sailors unaccustomed to ambuscades and bush life. No troops could have exhibited more bravery, but the

warfare was one to which sailors are not adapted. These considerations and the prostrated condition of his men decided Rear-Admiral Bell to make no further attempt by again landing his force. They had already done all that was possible, by burning a number of native huts and in chasing the warriors through coverts of green jungle and green grass, which are represented as fire-proof at that season.

The Shenandoah on the way to the Asiatic squadron touched at Calcutta and remained several days. No American man-of-war having for some twenty-five years visited that port, the appearance of the Shenandoah attracted unusual attention. She was warmly welcomed by our countrymen, and the military and civil authorities and inhabitants of the place.

She left Calcutta December 18, and, touching at Penang, arrived at Singapore the 31st. From Singapore she proceeded to Bangkok, in Siam, and the French settlement Saigon, in Cochinchina. At Bangkok a friendly greeting was received from the King and his ministers.

On the way to her station, the Iroquois touched at St. Augustine bay, Madagascar, and at Johanna, one of the Comoro islands in the Mozambique channel. At St. Augustine bay his Majesty King Willy, was entertained on board. He expressed his gratification at the arrival of the Iroquois, the first American man-of-war which had ever touched there. At Johanna visits were exchanged with the Sultan, who was found well disposed to our flag. He complained of an indirect slave trade carried on by the French, and that some of our own merchantmen had at different times carried his subjects from the island without permission. Commander English left a circular addressed to commanders of merchantmen touching there, requesting them not to ship or receive on board subjects of the Sultan without permission. The Iroquois also touched at Aden, Muscat, and Bombay.

The Aroostook, which a short time previously had touched at Johanna, was the first American man-of-war that had been in that port for nine years. It being the fourth of July the ship was dressed and the flag of the Sultan hoisted at the fore, for which courtesy the thanks of the principal minister were sent on board, the Sultan being temporarily absent on the other side of the island.

NORTH ATLANTIC SQUADRON.

The causes which rendered expedient the continuance of a distinct force in the Gulf of Mexico ceased when the attempt to establish an imperial government in Mexico was abandoned. A consolidation of the squadron under Commodore Winslow with that of Rear-Admiral Palmer was therefore determined upon in April, and, in pursuance of instructions then issued, the transfer was made on the 22d of May. This transfer disposed of the last of the several squadrons which our civil war had called into existence. It had been retained as a distinct force two years after all organized resistance to the government had ceased, in consequence of the peculiar condition of affairs in the neighboring republic, and not from any disturbance within our own territory. From the date of the transfer, Rear-Admiral Palmer has had command of the whole North Atlantic squadron. In consequence of the prevalence of yellow fever, a number of the

vessels have been withdrawn. This disease has prevailed to a great extent the current year along the Gulf and through a considerable portion of the West Indies. At this time Rear-Admiral Palmer has under his command the—

Susquehanna, (flag-ship)	14 guns.	Saco	10 guns.
De Soto	8 "	Shawmut	8 "
Monongahela	7 "	Marblehead	7 "
Glasgow	2 "	Yantic	5 "
Don	8 "	Mahaska	10 "

Although the operations and movements of the vessels of this squadron have been frequently and seriously interfered with by the prevailing epidemic, I am not aware that the interests of our countrymen have suffered from inattention or from the absence of naval protection. The principal foreign ports within the limits of the squadron have been visited, some of them repeatedly, and the countries affected by domestic disturbance, or where there were foreign enemies, have invariably had a man-of-war in port when needed.

Vera Cruz and Tampico, in Mexico; the ports of Hayti and St. Domingo, countries afflicted with perpetual discontent and revolution; Aspinwall, Cartagena, and other places in Colombia, where a revolution of government has taken place, have been visited by Rear-Admiral Palmer, and the flag-ship or one of the squadron has always been near when the presence of a naval vessel would be likely to exercise a beneficial influence.

In August last Rear-Admiral Palmer had an interview at Panama with General Gutierrez, the president of Colombia, who expressed great regard for our country, and especially for American interests on the isthmus, where the faithful observance of treaty stipulations he considered mutually beneficial to his country and our own.

Preceding and attending the surrender of Vera Cruz, great judgment and address were exhibited by Commander Roe, the naval commander stationed at that place. Repeated negotiations had been opened between the imperial and republican commanders, without final results. When, at length, through the friendly offices of Commander Roe and the American and British consuls, an arrangement was made for the transfer of the place, it was interrupted by the arrival of the steamer Virginia from New York, with General Santa Anna, who proceeded at once to the castle, which was in command of one of his friends. Santa Anna declared he brought letters from the United States government, and many believed he was its authorized agent. Great excitement for a while prevailed, and a revolution seemed imminent, but, by prompt and decisive measures, this difficulty was disposed of. Santa Anna left the port, and on the 27th of June a transfer of the place and the peaceful embarkation of the foreign legion followed.

Commander Roe is entitled to commendation for the discretion and zeal which he manifested. To his good judgment, in concert with that of our consul, the surrender of Vera Cruz without disaster or bloodshed is attributed.

The naval station at Port Royal has been discontinued, and after shipping to other places most of the movable naval property, a sale of the remainder, and of the buildings at Bay Point, has been effected. Key West has been made the principal depot for supplies for this squadron.

SOUTH ATLANTIC SQUADRON.

The South Atlantic squadron is composed at this time of the—

Guerriere, (flagship).....	21 guns.	Quinnebaug	6 guns.
Wasp.....	3 “	Huron	6 “
Pawnee.....	11 “	Shamokin	10 “
Kansas	8 “		

During the year the Brooklyn, Juniata, Shawmut, Nipsic, and Onward have returned from this squadron. Rear-Admiral Charles H Davis relieved Rear-Admiral Godon on the 27th of July, and the latter sailed from Rio on the 31st and arrived at Philadelphia on the 3d of September. This officer has discharged the responsible duties of his command with ability and discretion, and the vessels of his squadron have been actively and usefully employed.

The Shamokin, Commander P. Crosby, received on board Mr. Washburn, minister to Paraguay, and arrived at the line of the Brazilian blockading squadron November 2, 1866. Commander Crosby immediately informed Admiral Tamandaré of his orders to proceed to Asuncion for the purpose of placing the United States minister at his post.

Objection was made to the passage of the Shamokin through the lines of his squadron by the Brazilian admiral, who was without instructions from his government, but when informed by Commander Crosby that force alone would prevent the execution of his orders, the Shamokin was allowed to proceed, under protest, to Cumpayti, beyond the line of the blockade, from whence, after the customary preliminary salutes of the Paraguayan flag, a letter was sent to President Lopez. Obstructions in the river made it dangerous to proceed further, and the minister was there landed. The Shamokin immediately withdrew from the line of the belligerents. Although objection was made to the passage of the Shamokin, in order that it should not serve as a precedent, the most friendly relations were maintained by the American and Brazilian officers.

Rear-Admiral Godon during the month of April visited, in the Wasp, the towns on the Uruguay river as far as Concepcion, the capital of the province of Entre Rios. The prevalence of cholera prevented him from carrying out his design of proceeding as far at least as Rosario.

Early in January the Kansas, Commander Wells, left Montevideo for a cruise on the west coast of Africa. This vessel visited the Cape of Good Hope, St. Paul de Loando, Benguelá, and Little Fish bay. No American slavers were heard of at any of those points, and from English officers, met with along the coast, and from the governors of Loando and St. Helena, information direct was received that the shameful traffic has virtually ceased. One vessel, a small brig without name or flag, and without human cargo, had been captured by an English steamer and sent to St. Helena and condemned.

NORTH PACIFIC SQUADRON.

The North Pacific squadron remains in command of Rear-Admiral H. K. Thatcher, and is composed of the following vessels:

Pensacola, (flag-ship).....	20 guns.	Suwanee	10 guns.
Saranac.....	11 “	Mohongo.....	10 “

Lackawanna	7 guns.	Saginaw	6 guns.
Ossipee	6 "	Jamestown, (store and hospital ship.)	
Resaca	8 "	Cyane, (store and hospital ship.)	
Mohican	7 "		

These vessels have been employed during the year in watching and protecting the persons and property of our countrymen, and the welfare and interests of the United States in Mexico and on the isthmus, where war and internal difficulties and disturbances have been threatening, or have to a great extent prevailed. They have also been engaged in surveying and exploring the North Pacific ocean, and in visiting our recently acquired possessions in the north. Along the coast of Mexico, from Acapulco to the ports in the Gulf of California, which has been the field of operations of the French against the Mexican republic, one or more of the vessels of this squadron have been constantly cruising or in port, as the interests of our countrymen seemed to require.

The Lackawanna since her arrival in the Pacific has been most of the time cruising among the Sandwich Islands, a locality of great and increasing interest and importance. In May she visited the French Frigate shoals and brought to Honolulu twenty-seven of the officers and crew of the *Daniel Wood*, an American whale-ship which had been wrecked. Recently she has been engaged in examining and surveying the islands, reefs, and reported dangers which lie north-westerly from the Sandwich group towards Japan. Many of them have not been surveyed, nor their positions reliably established. The acquisition of Russian America will call for more extensive operations on the part of this squadron, and, in connection with our increasing commerce with Japan and China, and the rising importance of the States on the Pacific, a more thorough exploration and survey of the North Pacific ocean is necessary.

Information in regard to the newly acquired territory is wanted, and early in the season Rear-Admiral Thatcher was instructed to send one or more of our naval vessels to visit the most important points, to cruise among the islands, and report in detail in regard to the topographical and hydrographical condition of the country, its harbors, productions, fisheries, timber, and other resources. The transfer of the territory was consummated at so late a period that but little can be accomplished until another season.

In conformity with instructions previously given, the *Ossipee*, Captain Emons, was detailed to convey the commissioners to Alaska, and General Rousseau and Captain Pestchouroff, the Russian commissioner, left San Francisco in that vessel on the 27th of September for Sitka.

It became necessary last spring to order the *Jamestown*, then stationed at Panama, to a northern climate, as many of her crew were prostrated with fever, and several cases terminated fatally. The *Resaca*, which succeeded the *Jamestown* at Panama, became similarly affected, and both vessels proceeded from San Francisco to Sitka in the month of August.

SOUTH PACIFIC SQUADRON.

Rear-Admiral George F. Pearson was relieved of the command of the South Pacific squadron by Rear-Admiral John A. Dahlgren on the 12th of December

last at Panama. But a single change has been made in this squadron during the year—the detachment of the storeship *Farallones*. It consists at this time of the—

Powhatan, (flag-ship).....	17 guns.	Wateree.....	10 guns.
Tuscarora.....	10 “	Nyack.....	6 “
Dacotah.....	7 “	Fredonia, (storeship.)	

The continuation of the war between Spain and the republics of Chili and Peru, though not prosecuted with much activity, has in some measure limited the operations of this squadron and rendered it expedient that the vessels should remain chiefly on the coast and in the ports of the republics. The progress of these international difficulties has been watched with interest by Rear-Admiral Dahlgren, who has been prepared to furnish whatever aid and protection our citizens needed, and which the law justified. He has also co-operated with Rear-Admiral Thatcher in preserving the safety of transit over the isthmus. The limits of this squadron, which extend westward to Australia, embrace a vast field for naval exploration and cruising, and might occupy the officers and vessels usefully and with advantage to our commercial interests were they not required in particular localities. The *Tuscarora* has, in fact, been engaged for a portion of the year in visiting Tahiti and some others of the Society islands. At the Fejee islands Captain Stanley co-operated with the vice-consul in measures to secure the payment of awards made in 1855 and 1858 to certain citizens of the United States for injuries and losses sustained from acts of the natives.

The disturbed and revolutionary condition of affairs in Colombia, in May and June, led to serious apprehensions that a civil war would prevail throughout the republic. At Panama some movements towards increased and unlawful taxation caused dissatisfaction among the foreign merchants, and a public meeting was held by the consuls and commanders of vessels of war, at which a remonstrance against the alleged illegal proceedings was adopted. After some correspondence, a compromise was effected, by which the merchants at Panama and Colon (Aspinwall) consented to pay their regular tax three months in advance, without any increase.

Commander Bradford, who was at Panama in the *Resaca* when these difficulties took place, was vigilant and prompt in attending to the interests of our citizens, and in advising the department of what transpired. The commanders-in-chief of both the North and South Pacific squadrons, as well as Rear-Admiral Palmer on the Atlantic coast, were informed of the unsettled condition of affairs, and instructed to be vigilant in guarding the persons and property of our citizens in that quarter, to attend to the safety and security of passengers and merchandise crossing the isthmus, and, for the time being, to have a suitable naval force in that vicinity in anticipation of, and to guard against, serious disturbance, which might be injurious to American interests, but not to interfere in the controversy in a manner to involve the government, or to violate neutrality. Happily, the difficulties passed away, and a civil revolution was effected without much internal commotion or foreign complications.

SPECIAL SERVICE.

In my last annual report it was stated that the steam frigate *Susquehanna* was on special service, having been ordered to convey our minister and Lieutenant General Sherman to Vera Cruz. The then unsettled condition of affairs in Mexico, and especially in and about Vera Cruz, prevented the mission from landing, and the *Susquehanna* returned with them to the United States. It was deemed important, however, to continue one or more of our naval vessels at Vera Cruz until the foreign troops then in that country had embarked and tranquillity was restored to the republic.

Information having been received from Captain W. H. Russell, of the merchant ship *Cultivator*, that his ship had struck heavily several times on a shoal not laid down upon any chart, about twenty miles to the westward of George's shoal, his vessel drawing twenty-two and a half feet of water at the time, the department sent the United States steamer *Don*, Commander Ralph Chandler, to search for, and, if found, to survey this obstruction to navigation. The shoal was discovered, and was found to extend about five miles in a southeast and northwest direction, and the soundings on it to vary from three to nine fathoms. The soundings in the vicinity of the shoal change from fifty to fourteen fathoms, and its approach is only indicated by the breakers or rips, which in clear weather are visible for several miles. As this shoal lies directly in the track of vessels bound to and from Europe, it is not improbable that some of the vessels whose fate is unknown may have here struck, and in heavy weather have gone to pieces. The survey made by Commander Chandler was published at the hydrographic office in June last.

The *Sacramento*, Captain Collins, which was mentioned in my last annual report as being on special service, and which has been wrecked, as is elsewhere noticed, visited the Island of Madeira; the Canary islands; the Cape de Verde islands; Monrovia; Cape Palmas, Axim; St. George del Mina, Dutch Guinea; Accra; Jella Coffy; Prince's island; Island of St. Thomas; St. Paul de Loando; St. Philip de Benguela; Elephant bay; Little Fish bay; Saldanha bay; Cape Town; Mauritius; Point de Galle and Trincomalie, Ceylon Pondicherry, Coromandel coast, and Madras. While at Monrovia, Captain Collins, at the request of President Warner, of Liberia, called a council of the head men of certain unfriendly tribes in the vicinity, and endeavored to persuade them by concessions and conciliation to make a lasting peace.

The graduating class at the Naval Academy this year was larger than usual, and as nearly all the vessels needing midshipmen were on foreign service, the *Minnesota*, Commodore James Alden, was put in commission for the purpose of giving the midshipmen instruction in the first duties of naval officers after graduating, of enabling them to see foreign dock-yards and naval establishments, and for distribution to the naval vessels to which they were to be assigned. The *Minnesota* sailed from New York on the 24th of July, having on board forty-six midshipmen, and she has visited a number of the principal ports on the European coast, and has passed up the Mediterranean as far as Toulon. She is to return

by the way of Aspinwall, where all the midshipmen not assigned to the European squadron will be detached and join vessels on the Pacific stations.

The Michigan has been employed in her usual duties on the lakes.

LOSS OF THE SACRAMENTO.

The Sacramento, Captain Napoleon Collins, which was performing an important and interesting cruise, was wrecked on the 19th of June last in the bay of Bengal, on the reefs off the mouth of the Kothapalem, a branch of the Godavery river, Madras district. The vessel proved a total wreck, but happily no lives were lost. Two strong rafts were constructed during the night of the 19th, and on the succeeding morning one of them, with a part of the officers and men, was safely towed to the shore. The other, having on it twenty-nine officers and men, was swept out to sea by the tide and currents, but fortunately those upon it were rescued the next day, about twelve miles from the wreck of the ship, by the British mail steamer Arabia, Captain Ballantine, who, in order to land them, deviated some twenty miles from his course. The remaining officers and men safely reached the shore in the boats of the ship and by the aid of other rafts—the last man leaving on the morning of the 21st. The spot where they landed was a sterile beach without water, and the natives could neither supply them with food nor render any other assistance. They worked their way in their boats to the French town of Yanaon, and from thence to Madras. Every assistance was rendered them at these places by the civil officers and citizens, and by officers of naval and merchant vessels, and they were not only provided with the necessaries, but with the luxuries of life. Captain Collins, with his officers and the crew of the Sacramento, sailed from Cocanada on the 17th of August, in the ship General Caulfield, and arrived in New York on the 19th of November. As is usual in such cases a court of inquiry has been ordered, and is now in session.

IRON-CLAD MIANTONOMOH.

At the date of my last report, the iron-clad Miantonomoh was in European waters. She passed up the Mediterranean as far as Naples, visiting several intermediate ports, and returning left Gibraltar on the 15th of May, *en route* to the United States. She returned by the way of the Canary, Cape de Verde, and West India islands, and reached Philadelphia on the 22d of July, having steamed during her absence from the United States 17,767 miles.

The cruise of the Miantonomoh to Europe and her return, and of the Monitor to San Francisco, are the most remarkable voyages ever undertaken by turreted iron-clad vessels. These vessels encountered every variety of weather, and under all circumstances proved themselves to be staunch, reliable sea-going ships. The monitor type of vessel has been constructed primarily for harbor defence, and it was not contemplated that they would do more than move from port to port on our own coast. These voyages demonstrate their ability to go to any part of the world, and it is believed by experienced naval officers that with slight modifications above the water-line, in no way interfering with their efficiency in action, they will safely make the longest and most difficult voyages without convoy.

Steam, turreted iron-clads, and fifteen-inch guns have revolutionized naval warfare, and foreign governments, becoming sensible of this great change, are slowly but surely coming to the conclusion that turreted vessels and heavy ordnance are essential parts of an efficient fighting navy.

NEW VESSELS.

Four new vessels have been launched during the year: the *Mosholu*, of 1,448 tons, at New York, on the 22d of December; the *Minnetonka*, 2,490 tons, at Kittery, on the 3d of July; the *Pushmataha*, 1,448 tons, at Philadelphia, on the 17th of July; and the *Nantasket*, 523 tons, at Charlestown, on the 15th of August.

The construction of these vessels was well advanced before the close of the war, but their final completion has not been pressed, and work has been done upon them only when it could be most economically accomplished. The machinery for these vessels is now being placed on board, and they will be ready for service in the course of the ensuing year. The *Guerriere*, a vessel similar to the *Minnetonka*, is the flag-ship of the South Atlantic squadron, and her performance under steam and sail, and with both combined, has been well spoken of. The *Piscataqua*, of the same class, is under orders, and will sail in a few days as the flag-ship of the Asiatic squadron.

The steam machinery is completed for seven more vessels of this class, but it is not the intention of the department to commence their construction at present. A smaller vessel is found to be more serviceable and convenient for general purposes, and the building of four a trifle larger than the *Nantasket* has been commenced: the *Algoma*, at Kittery; the *Alaska*, at Charlestown; the *Kenosha*, at New York; and the *Omaha*, at Philadelphia. These vessels will be completed in the fall and winter of the ensuing year. They are necessary to replace vessels of the permanent navy which have been lost or were so much damaged during the war that their further repair is inexpedient. The machinery for these vessels is already completed.

There are several vessels on the stocks at the different yards, upon which work has been wholly suspended, and in all of which some portion of the machinery has been placed. At the Kittery yard is the *Illinois*, of 2,490 tons and the iron-clad *Passaconaway*, of 2,127 tons. At the Charlestown yard the *Pompauosuc*, of 2,869 tons and the iron-clad *Quinsigamond*, of 2,127 tons; also the ship-of-the-line *Virginia*, the keel of which was laid in 1820, and which when launched can only be used as a receiving ship. At the New York yard the *Ontario*, of 2,490 tons, and the iron-clad *Kalamazoo*, of 2,127 tons. At the Philadelphia yard the iron-clad *Shakamaxon*, of 2,127 tons. Besides these vessels upon which no work is being done, there is at the New York yard the *Java*; at the Philadelphia yard the *Antietam*, and at the Charlestown yard the *Kewadin*, each of 2,490 tons, which are not under permanent cover, and upon which a small amount of work is being done to put them in condition to be at least partially protected from deterioration by the weather, as it may be

many years before they will be launched. The Neshaminy and Ammonoosuc, of 2,019 tons, are receiving their machinery at the wharves of the contractors in New York.

The appropriation for all of these vessels was made prior to the close of the war, and the construction of all but the four small vessels whose keels have recently been laid was commenced months before hostilities terminated.

NAVY YARD FACILITIES.

The experience of the last seven years has demonstrated the importance of more extensive areas and greater facilities at the navy yards for the construction and repair of naval vessels and their machinery. Our navy yards are too circumscribed in their limits as well as too deficient in their means to build and sustain a navy which is at all commensurate with our position and character among nations. More enlarged accommodations, where the work required can be better, more reliably, and, so far as repairs are involved, more economically executed, should be provided.

Notwithstanding present deficiencies, and the unfinished condition of many of the shops and buildings, Congress omitted to make appropriations for improvements in any of the navy yards for the current year. In consequence of this omission the estimates herewith presented under that head for the ensuing fiscal year, which will close on the 30th of June, 1869, are necessarily increased.

Seav's island, adjacent to the Kittery navy yard, is a valuable addition to that important station, and when Congress shall have made appropriation for its improvement, accommodations adequate to the public wants at that point may be expected to be made. No funds have been supplied by Congress for establishing any additional works on the island, or for extending the yard in that direction, consequently nothing has been done beyond the repairs and occupancy of the dwellings. Should Congress furnish the means, this valuable acquisition may be easily made available for useful purposes, though the improvements must necessarily be the work of years.

The reasons stated in my last annual report for essential improvements at the Norfolk and Pensacola navy yards are referred to, without repeating them in detail, as still existing, and every consideration of policy and duty calls for the necessary appropriations to place those establishments in a condition of usefulness to the country. In some respects the yard at Norfolk has advantages superior to any other station. Accessible as the harbor is at all seasons of the year, and having a permanent stone dry-dock already constructed, there is no reason why the facilities afforded should not be made available to the country.

The temporary arrangements which were made for the occupancy of the navy yard at Pensacola still continue, and the buildings which were spared remain in a dilapidated and scarcely habitable condition. Kitchens and stables, which escaped destruction, are occupied as residences by the officers attached to the yard, with few of the conveniences and none of the comforts of home. In peaceable times the work at this yard will not be extensive, but being the only naval station on the gulf of Mexico, and there being no large ports in that section where naval vessels can be repaired, it is important in an economical point of

view, as well as advantageous in many respects, that this yard should be placed in a proper condition.

LEAGUE ISLAND.

The act of Congress approved February 18, 1867, authorized the acceptance of the title to League island "and adjacent marsh land, including the whole of the creek known as the back channel, from the Schuylkill to the Delaware river, and all the riparian rights and privileges of said League island, adjacent marsh, and back channel, together with so much of the opposite shore of the back channel from the League island shore as shall, in the opinion of the Secretary of the Navy, be ample to enable the government to have the sole and exclusive use of said back channel and both shores thereof," provided "the acceptance thereof shall be recommended by a board of officers to be appointed by the President."

You were pleased to designate as members of the board Rear-Admiral Charles H. Davis, United States navy, president; Major General A. A. Humphreys, chief of engineer corps United States army; Commodore James Alden, United States navy; Chief Engineer J. W. King, United States navy, and Professor J. E. Hilgard, of the Coast Survey. On the 11th of April the board reported that it "had read with scrupulous attention the several reports and opinions on the subject of League island, and its suitability for naval purposes, proceeding from commissions of inquiry or from other official authorities; it has given a respectful and careful deliberation to the most prominent of the controversial pamphlets written on this subject; it has made a complete study of the original maps and plans of League island and the adjacent property, among which are included the early original manuscript topographical sheets of the United States Coast Survey; it has investigated the hydrographical features of the surrounding channels and basins; it has entered into a thorough personal examination of League island, of the opposite shore of the back channel, and of the channels themselves at different periods of the tide; it has bestowed its careful consideration upon the relation of all the various points and details involved to the present and future wants and purposes of the navy of the United States, and especially their relation to the supplies of material, labor, and the sources of manufacturing power; and, feeling assured that these deliberations, examinations, and studies, added to the knowledge and experience already possessed by its members, qualify it to form an opinion on the subject of League island, in respect to its geological, topographical, and hydrographical conditions, in respect to defence, in respect to the practical business and wants of navy yards, docks, and dock-yards for vessels of wood and iron, and in respect to its adaptation for all naval purposes whatever, this board does not hesitate to recommend with entire unanimity, that League island, the adjacent marshes, and back channel, together with so much of the opposite shore of the back channel from the League island shore as is hereinafter described, be accepted from the city of Philadelphia, and be held for naval purposes by the government of the United States."

The board also designated the quantity of land on the opposite shore from-

League island which, in its opinion, was necessary to enable the government to have the exclusive use of the back channel and both shores thereof. A copy of this report was communicated to the mayor of Philadelphia, and he was notified that the department was ready to accept the title to the property whenever it was perfected and offered for that purpose. After consultation, the authorities of Philadelphia decided to ask a modification of the line recommended on the shore opposite to League island, as it was their intention to lay out an avenue one hundred and twenty feet wide, running the entire length of the island. Chief Engineer King was directed to co-operate with the city engineer and surveyor, and a line satisfactory to themselves was agreed upon. This was submitted to the board, of which Rear-Admiral Davis was chairman, who recommended the acceptance of the modification proposed. The board say in their report that had they been acquainted with the plan of the city improvements, they would have chosen the same or similar lines, and that "the interposition of Delaware avenue, which is one hundred and twenty feet broad, between the northern wall bounding the property of the United States and the buildings of the city, furnishes that security against nuisances and against accidents by fire which it was the first object of the board to provide."

It is provided by the act of February last that League island shall not be accepted until the title to the whole of the land necessary to enable the government to control both shores of the back channel is complete and indefeasible. As the land on the shore opposite League island belongs to various parties, some of whom are minors, and as some of it is held in trust, it became necessary, in order to make perfect titles under the laws of the State of Pennsylvania, as well as to fix a price, for the city of Philadelphia to call for the intervention of a jury. This jury has not yet reported, but is shortly expected to do so, and I am informed by the mayor of Philadelphia that he has reason to believe that about the commencement of the ensuing year everything will be in readiness to complete the transfer from the city to the national government. The city of Philadelphia has been ready to transfer League island proper, on the terms originally proposed, without any delay, and since the designation of the adjoining property it has not been negligent in its efforts to acquire a legal title, in order to comply with the requirements of Congress.

SITE ON THE THAMES RIVER FOR NAVAL PURPOSES.

A clause in the act making appropriations for the naval service, approved March 2, 1867, authorizes and directs the Secretary of the Navy "to receive and accept a deed of gift, when offered, by the State of Connecticut of a tract of land situated on the Thames river, near New London, Connecticut, with a water front of not less than one mile, to be held by the United States for naval purposes." On the 25th of September his excellency the governor of Connecticut transmitted to the department a copy of an act passed by the general assembly of that State, appropriating fifteen thousand dollars to aid the city of New London in the purchase of the requisite property, and making other necessary provisions for carrying the act into effect, and inviting me to designate some one to unite with the commissioners to be appointed by him in selecting and locating

such a site as is contemplated in the act. In compliance with the request of Governor English, Commodore J. P. McKinstry was detailed for that purpose, and in the latter part of October he proceeded to New London and examined with Messrs. Ingersoll, Blackstone, and Hollister, commissioners on the part of the State, the proposed site. No transfer of the property has yet been made to the government, but Commodore McKinstry reports to the department that the tract of land which it is proposed to cede is on the east shore of the Thames river, situated partly in the towns of Ledyard and Groton, with a water front of one mile, as provided by act of Congress, and a breadth varying from six hundred to seven hundred feet. The south line of the tract is about two miles above New London and five miles north of the light-house at the entrance of the Thames. The chunnel of the river adjacent to the tract of land selected has a depth of water of not less than four and a half fathoms.

TRANSFER OF IRON-CLAD STEAMERS.

By an act of March 2, 1867, the Secretary of the Navy was authorized and directed to deliver to George W. Quintard, of New York, for his own use and behoof, the United States iron-clad Onondaga, upon payment by said Quintard, his heirs and assigns, to the treasury of the United States of the sum of seven hundred and fifty-nine thousand six hundred and seventy-three dollars. In pursuance of this act the iron-clad steamer Onondaga was, on the twelfth day of July last, transferred to Mr. Quintard, that gentleman having deposited the amount therein specified.

By an act of the same date the Secretary of the Navy was authorized and directed to release to William H. Webb, of New York, all right, title, interest, and demand of the United States in and to the iron-clad steamship Dunderberg built by said Webb under contract with the Navy Department, upon payment by him into the treasury of the United States of any and all sums of money paid or advanced by the Secretary, or by his order, to said Webb on account of said contract. There had been paid to Mr. Webb, on his contract for this vessel, one million forty-one thousand six hundred and sixty-six dollars and sixty-seven cents, which amount he deposited in the treasury, and on receipt from the assistant treasurer at New York of a certificate to that effect, a release of the vessel took place and Mr. Webb became her owner.

THE REBEL RAM STONEWALL.

The rebel ram Stonewall, which was delivered by the rebels to the Spanish authorities at Havana, and by them turned over to the United States, was on the 5th of August transferred to the government of Japan at her appraised value of \$400,000. Since coming into our possession she had been lying in the waters of the Potomac, and as she was constructed of wood, and liable to rapid deterioration if unused, her retention for our service was not deemed advisable. The negotiations for her sale were conducted through the Department of State, and were made with the approval of the government.

THE NAVAL ACADEMY.

The Naval Academy continues under the able superintendence of Vice-Admiral Porter, whose report, together with that of the Board of Visitors, is appended. These papers show that the academy is satisfactorily fulfilling the work assigned it in educating and moulding the character of the future officers of the navy. The standard for general instruction will compare favorably with that of other educational institutions, and the special training required to prepare the students for the naval service is thorough and satisfactory. Some additional facilities are needed, both in the academic and steam department, for which estimates have been submitted. A further purchase of land and the erection of additional buildings are also desirable. The department of natural and experimental philosophy, especially, needs enlarged and better accommodations, and the discipline of the academy would be much benefited if all the officers could live within the grounds of the institution instead of being compelled to occupy very indifferent quarters outside. Two convenient dwellings have been completed during the year at a moderate cost, and the erection of ten more is recommended.

The superintendent of the Academy, the chief of the Bureau of Medicine and Surgery, and the Board of Visitors call attention to the insufficient arrangements for the sick. The hospital will only accommodate twelve, with two in a room, and the daily average of sick is very much larger. Humanity requires that a site remote from disturbing causes should be purchased, and a suitable building erected without delay.

The new chapel is nearly finished, and the large building designed for quarters for the midshipmen is under contract, to be completed in season for occupancy at the commencement of the next academic year.

The graduating class the present year numbered eighty-seven. The undergraduates were at sea from two to three months for practice in the sloops-of-war Macedonian, Savannah, and Dale.

NAVAL APPRENTICES.

The naval apprentice system, to which reference has been made in former reports, continues to receive the special care and attention of the department, and the results thus far have been more satisfactory than could have been reasonably anticipated at the time the enlistment of apprentice boys was revived, about three years since. There are occasionally mistaken ideas on the part of parents and guardians as to the end to be attained by enlistment, but by far the greater proportion, as well as the apprentices themselves, have a just appreciation of the benefits to be received. The education of the boys as seamen does not cease with their transfer from the apprentice ships to sea-going vessels. Those in service on board our men-of-war are being educated and prepared for the higher duties of seamanship, and such as identify themselves with the navy by twenty years' service, become beneficiaries under the act of March 2, 1867, and are provided for in age. By its policy the government is giving a stimulus to a long desired and greatly needed improvement in the moral and intellectual character of the seamen of the country, and establishing among them an abiding attachment for the naval service.

The authorized annual number of apprentices for admission to the Naval Academy, though this year increased to ten, was selected without difficulty by competitive examination from those who were eligible under the law, and several others, who were nominated from the school-ship by members of Congress, passed the required examination.

The increasing number of applicants for enlistment rendered necessary an increase in the facilities for instruction, and accordingly the sloop-of-war Portsmouth and Saratoga have been put in commission, and, with the Sabine, will be used exclusively as apprentice ships. The station of the Sabine is at New London and vicinity, the Portsmouth will be in Hampton Roads and Chesapeake Bay, and the Saratoga in New York.

SEAMEN.

I have, heretofore, repeatedly invited attention to the importance of legislation to improve the condition of our seamen, both in the naval and mercantile service, and I again ask a recurrence to these suggestions, particularly to those made in my last annual report. The apprentice ships will gradually furnish a class of men educated to the naval service, and every reasonable inducement should be held out to them to continue in that branch of sea life in which they have been trained. The longer a seaman continues in the navy the more valuable he becomes, and it is worthy of consideration whether in lieu of the bounty now paid for the re-enlistment of those who have been honorably discharged, or in addition thereto, an increased rate of monthly wages may not be advantageously given for every honorable discharge, so that for those who creditably serve their enlistments the inducement to continue in the navy will increase with their years of service, until finally, when they are entitled to retire upon half pay for life, after an enlistment of twenty or more years as now provided by law, their compensation will be such that their half pay will give them a comfortable support if they choose to accept it in lieu of a home at the Naval Asylum.

Additional legislation is also needed to retain the services of those who voluntarily enlist. Punishment cannot now reach a deserter except by the tedious and expensive process of a court martial. It is suggested that a more summary way to deal with deserters be authorized, and that they be by law required to serve the full term of enlistment exclusive of the time they may have absented themselves, as is now provided for the military service, and that they be liable to trial by court martial even if not arrested until after their term of enlistment has expired.

It is also recommended that for the purposes of the naval service the age of enlisted persons, as sworn to at the time of enlistment, shall be held to be their true age, and that persons who have declared themselves to be of the requisite age, shall not be discharged by any process of court, either state or federal.

EXAMINATION OF VOLUNTEER OFFICERS.

The board for the examination of volunteer officers for admission into the regular navy, in conformity with the provisions of the act of July 25, 1866, has

been in session at intervals during the entire year, and has submitted its final report of officers examined. A very small number on foreign service, and some who have been recommended for admission under the last clause of the third section of the act under which the board was convened, have not been finally examined, and for this purpose it will be necessary to convene a board of officers at some future time. The law gave the department no authority to make selections or recommendations, but left the whole matter in the hands of a board, which was to select and recommend the authorized number in the several grades, provided so many were found qualified. The report of the board has not, therefore, received any revision by the department, and the names of the several officers found qualified will, in accordance with their recommendation, be forwarded to you at an early day for transmission to the Senate for confirmation.

RANK OF STAFF CORPS.

The Chiefs of the Bureaus of Medicine and Surgery, of Provisions and Clothing, and of Steam Engineering, bring to the notice of the department the claims of their respective corps to increased rank. It is urged that by the recent creation of the several grades of admiral, of commodore, and lieutenant commander, the rank of the staff corps has, in effect, been reduced. The law now provides for the appointment of fleet surgeons, fleet paymasters, and fleet engineers, but the rank is only temporary, ceasing when the officer is detached from fleet duty. If these grades were made permanent, and to embrace a sufficient number for the service required of the officers standing at the head of their respective lists, and the rank now temporarily given to fleet officers and to the other grades legalized, it is thought that the staff corps would be generally satisfied. It is understood that they propose to bring the matter of increased rank to the notice of Congress, and such legislation as may seem equitable and just is recommended.

RELIEF FOR THE SOUTHERN STATES.

A joint resolution, approved February 22, 1867, authorized and directed the Secretary of the Navy, upon application of the contributors, to assign a public vessel for the transportation, under such regulations as he might prescribe, to Charleston, Savannah, and Mobile of any supplies of food and clothing that might be contributed by the people of the United States for the use of any portion of the people of the southern States who were suffering from the failure of crops or other causes.

In accordance with this resolution two public vessels of the navy were put in commission and assigned to the purpose indicated. One, the *Purveyor*, was placed at the disposal of the Southern Relief Commission at New York; the other, the *Relief*, was placed at the disposal of the Southern Relief Association at Baltimore.

The *Purveyor* made two trips, one in March and one in June, to the south, as far as Mobile, carrying such provisions and other articles as were placed on board by the commission at New York. The *Relief* sailed from Baltimore in May and proceeded to Mobile, where she discharged her cargo and returned.

As the department had no suitable vessel of light draught to enable it to send provisions to Wilmington, Congress, by resolution approved on the 29th of March, directed it to charter a vessel to convey contributions from Baltimore to that point. It was found, however, that the employment of the usual freighting lines was more economical, and such supplies as were offered were in that way transported at a cost of \$1,506 89. No appropriation having been made for this service, the expense was defrayed from the contingent fund of the department.

CLAIMS OF CONTRACTORS.

An act of Congress approved March 2, 1867, directs the Secretary of the Navy to investigate the claims of contractors for vessels of war and steam machinery for relief, upon a basis therein named. To give the several claims a thorough examination it became necessary to convene a board, and Commodore J. B. Marchand, Chief Engineer J. W. King, and Paymaster E. Foster were selected. The sessions of the board commenced on the 8th of July, the several contractors having previously been directed to prepare and forward to the department a statement in detail of the several claims, fortified by such proofs as they could furnish. The board permitted each contractor to appear before them in person or by attorney, and gave a patient and searching examination to the several claims. Their report will be submitted to Congress at an early day.

PETROLEUM AS FUEL FOR GENERATING STEAM.

The act approved April 17, 1866, appropriated five thousand dollars for testing the use of petroleum as a fuel under marine boilers. An elaborate series of experiments has been made at the New York and Boston navy yards, and a very full synopsis of the information gathered is given in the report of the chief of the Bureau of Steam Engineering. The conclusion arrived at is that convenience, comfort, health, and safety are against the use of petroleum in steam vessels, and that the only advantage thus far shown is a not very important reduction in bulk and weight of fuel carried.

THE STEAMER AMAZON.

The attention of the department has been called to the interest and rights of the captors in the case of the Amazon. This was an iron steamer captured by the Pontiac, Commander S. B. Luce, on the second of March, 1865. She was appraised by order of Rear-Admiral Dahlgren and taken into service, libelled as prize in the eastern district of Pennsylvania, but under an order of court was surrendered to the claimant, on his paying into court \$8,000. On trial the Amazon was condemned as prize, but the Secretary of the Treasury remitted the forfeiture, and the \$8,000, instead of being paid to the captors and naval pension fund, in conformity to law, were repaid to Dillon, the claimant. Of this proceeding this department was wholly unadvised, and had no notice whatever until after the money had been paid to Dillon, and the time allowed by law for appeal had elapsed.

The captors who were thus deprived of the share of the prize money to which, under the capture and condemnation, they consider themselves legally

entitled, will appeal to Congress for the money which, by law and the decision of the court, they believe to be due them. The naval pension fund is also entitled to its moiety of the money which has been relinquished.

NAVAL PENSION FUND.

The naval pension fund has been increased during the year one million two hundred and fifty thousand dollars, making the aggregate at the present time thirteen million dollars. This amount having accrued to the United States from the sale of prizes, the public faith is pledged that it "shall be and remain forever a fund for the payment of pensions to the officers, seamen, and marines who may be entitled to receive the same." It is also provided that if the fund shall be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of disabled officers, seamen and marines. To partially comply with this requirement, the act of March 2, 1867, provides for giving a cash pension in lieu of a home at the Naval Asylum to those who have been twenty years in the service, and authorizes relief for a specified time to those who have been disabled after ten years' enlistment. The benefit of this act has thus far been given to but seven persons, and though the number may be considerably increased, it is probable that a portion only of the surplus will be used in this way. I recommend, therefore, that the pension laws applicable to the navy be revised, and such an increase in the rates of pension be authorized as the fund will warrant. The entire principal of the fund was earned by the officers and men of the navy during the recent war, and it is eminently proper that its benefits should be enjoyed by those whom the war has deprived of other support, as contemplated by the statute. In this revision provision should also be made for pensions for the admiral, vice-admiral, rear-admiral, commodore, and other grades, both of the line and staff, now wholly omitted. It may also be well to consider whether the family of a person dying in the navy after a specified time of service should not derive some benefit from this surplus fund, even though the death should not have occurred in the strict "line of duty."

NAVAL PENSIONS.

During the year ending November 1, 1867, there has been an increase of twenty-nine on the invalid pension roll, and of one hundred and eighty-four on the widows' and orphans' roll, making a total of two hundred and thirteen, and calling for \$49,089 20 more than the previous year. The number of each class on the rolls is as follows:

1,079 invalids, annually receiving	\$92,674 25
1,392 widows and children, annually receiving	226,398 00
7 invalids under act March 2, 1867, receiving	756 00
<hr/> 2,478 persons receiving a total amount of.....	<hr/> 319,828 25

EXPENSES AND ESTIMATES.

The available resources of the department for the fiscal year ending June 30, 1867, were	\$117,944,060 48
Expenditures	31,034,011 04

Leaving a balance at the commencement of the present fiscal year of.....	\$86, 910, 049 44
The appropriations for the current year amount to.....	16, 555, 705 25
Making the total available resources for the fiscal year ending June 30, 1868.....	103, 465, 754 69
There was carried to the surplus fund of the treasury, on the 30th September, 1867, at the request of the department.....	65, 000, 000 00
Leaving available for the current fiscal year.....	38, 465, 754 69

The estimates for the fiscal year ending June 30, 1869, are as follows :

Pay of officers and men of the navy.....	\$10, 660, 560 00
Improvements and repairs in navy yards.....	10, 141, 038 00
Pay of superintendence in navy yards.....	443, 772 75
Coal, hemp, and equipment of vessels.....	3, 000, 000 00
Navigation, Naval Academy, Observatory, &c.....	650, 999 40
Ordnance, magazines, &c.....	2, 342, 335 75
Construction and repair of vessels.....	8, 690, 000 00
Steam machinery, tools, &c.....	4, 400, 000 00
Provisions and clothing.....	3, 400, 000 00
Hospitals and naval laboratory.....	141, 000 00
Contingent expenses.....	1, 832, 500 00
Support of marine corps.....	1, 614, 978 05
Total.....	47, 317, 183 95

Since the close of the war no appropriations have been required for the construction and repair of vessels, for steam machinery, ordnance, provisions and clothing, fuel, hemp, &c., the balances under these several heads having been more than ample for current expenditures. In my last annual report attention was called to the existence of large balances under these heads, and it was suggested that they could be disposed of by Congress in order that future expenditures might be made after specific appropriation following the close scrutiny which has been deemed essential to correct administration. As no action was taken by Congress, on the 30th September last, in accordance with the provisions of the act approved May 1, 1820, I requested the Secretary of the Treasury to carry to the surplus fund appropriations to the amount of \$65,000,000, leaving under these several heads an amount only sufficient for the expenditures of the current fiscal year. In this sum of \$65,000,000 are embraced the amount received from the sales of vessels and other war property of no service in time of peace; the amount refunded to the government by the builders of the Dunderberg and Onondaga, as well as the balance of appropriations under the heads for which nothing has been asked for the last two years, not required for the current year.

In accordance with the views herein expressed, estimates have been submitted for the entire expenses of the department for the ensuing fiscal year, which of course make a larger aggregate than for the past two years, when only partial

estimates were made. Estimates have also been made for amounts sufficient to complete the buildings and works which are unfinished, and to place the different navy yards in an efficient condition, amounting to over \$10,000,000. This expenditure, should the appropriation be made, would run through several years; the improvements being of a character requiring time for their completion.

At the close of the war, in the spring of 1865, the department had heavy contracts in the process of fulfillment for vessels, engines, ordnance, &c. Good faith required that these should be completed, and the expenditures of the department for the past two years have, for these reasons, been necessarily large for a peace establishment. Nearly all the war liabilities are now closed, arrangements having been made with some of the manufacturers of engines for which no vessels have been provided, to take the engines and relieve them from further responsibility. The expenditures of the department were over \$12,000,000 less during the last year than for the preceding fiscal year.

To return to the treasury \$65,000,000, besides meeting the extraordinary expenditures of the heaviest branches of the service for three years, must be regarded as evidence that the business of the department has been conducted with economy, as well as that care has been taken by those intrusted with the disposition of useless public property to realize the nearest approximation to its value; and is a financial exhibit exceedingly gratifying to the department.

THE BUREAUS.

The reports of the chiefs of bureaus, and of the commandant of the marine corps, contain detailed statements of the operations of their several departments during the year, with suggestions for the future. The principal points touched upon are the following:

The chief of the Bureau of Yards and Docks reports the expenditures for improvements and repairs in the several navy yards during the last year, and explains in detail the estimates for the ensuing fiscal year for improvements. The immense expenditures for construction, repairs, and for machinery outside the yards during the rebellion, has shown the necessity for enlarging the yards and increasing the facilities in the government establishments, where the work is more reliably and economically done. Nothing was appropriated for improvements during the current year, and the estimates are consequently larger than usual. For the navy yard at Kittery \$717,828 is asked; for the Charlestown yard, \$2,382,135; for the Brooklyn yard, \$3,913,714; for the care and preservation of the property in the Philadelphia yard, \$88,883—nothing being asked for permanent improvements, in view of the proposed removal of the yard to League island; for the Washington yard the estimates amount to \$426,415; for the Norfolk yard, \$646,145; for the Pensacola yard, \$1,256,885; for the yard at Mare island, California, \$530,433; for the stations at Key West, Sackett's Harbor, Mound City, and for the Naval Asylum, \$138,600.

The chief of the Bureau of Equipment and Recruiting reports that, during the year, seventy-three vessels have been equipped for service, twenty-three of which have been wholly, and several others partially, wire rigged. The gov-

ernment ropewalk at Charlestown has as heretofore supplied the hemp rigging used in the navy, consuming in its manufacture four hundred and twenty-five tons of hemp. The tests of the comparative strength of wire and hemp rope, and the reports of commanders of wire-rigged vessels are so satisfactory that the bureau recommends the erection of a building and the purchase of suitable machinery for the manufacture of wire rigging. Attention is called to the suggestions of the chief of the bureau relative to offering greater inducements to seamen and ordinary seamen to enlist in the navy, and also to the necessity for additional legislation to prevent desertions, by providing a more effectual punishment for that crime than now exists.

The chief of the Bureau of Navigation reports that the instruments, nautical books, charts, and other navigation supplies issued to naval vessels, are well cared for, and that a strict accountability is exacted of officers in charge. The subject of compass deviations has continued to receive the particular attention of the bureau, and it is believed that its efforts will result in furnishing a body of reliable practical data upon which to base a satisfactory judgment upon the quality of the compass and its use on board modern ships of war. The active co-operation of this government with European powers in developing the dangers to navigation in the Pacific and Indian oceans is recommended. The navigable waters of China and Japan, and in the vicinity of the territory recently acquired from Russia, are now visited at considerable risk of both life and property and the interests of the commerce of all nations require that careful surveys be made. The hydrographic office has prepared a number of charts for publication, some of which have already been issued, and it is steadily progressing in the duties for which it was originally designed. The naval apprentice system continues to win favor, and the results are satisfactory. The new chapel and the additional quarters for midshipmen at the Naval Academy are now under construction. The accompanying reports of the superintendent of the Naval Observatory and of the Nautical Almanac show in detail their labors during the year.

The chief of the Bureau of Ordnance states that since the date of his last report all existing contracts for naval cannon have been completed, and that, with the exception of the fifteen-inch guns, the stock on hand will meet the wants of the service. There is also a superabundant supply of powder, projectiles, &c., to supply current demands. The trials of the navy fifteen-inch gun in England have fully vindicated the wisdom of the measure of introducing this calibre of cast-iron ordnance into our service. Wrought-iron gun carriages are taking the place of the old wooden ones, and a steam gun carriage for the manipulation of heavy ordnance, the invention of James B. Eads, esq., of Missouri, has been tried during the past year with gratifying results. Breech-loading small arms, in lieu of muzzle-loaders, are now being introduced into the service. Old, unserviceable, and surplus guns, powder, projectiles, &c., have been disposed of during the year, and \$385,941 has been realized to the treasury from this source.

The chief of the Bureau of Construction and Repair reports that during the

last year the work at the navy yards has been mainly confined to the repair of vessels. The new work has been limited to the slow completion of the steam vessels, for the machinery of which contracts were made with private parties before the close of the war. Four have been launched during the year, and the construction of four of the smaller class has been commenced. Additional buildings are needed at the different yards for the economical working of the constructor's department. The chief of the bureau recommends that steps be taken for the professional education of naval constructors.

The chief of the Bureau of Steam Engineering reports that no new machinery has been commenced during the year, and that the work at the different navy yards has been limited to repairing and fitting out, and to the gradual completion of the machinery commenced before the termination of the war. The Franklin and Guerriere are the only new vessels with recently constructed engines that have made sea voyages, and the reports of the performance of their machinery are most satisfactory. A summary of the trial of competitive machinery erected in other large vessels is given. The machine shops at the different yards are inadequate for the operations which a sudden demand for war steamers would require, and the chief of the bureau earnestly hopes that the estimates asked for to put them in efficient condition may receive the favorable action of Congress.

The chief of the Bureau of Provisions and Clothing reports that the large stock of stores on hand at the close of the war has been reduced to a standard sufficient only to meet the current wants of the service. He recommends that the custom of the English and French navies, and of our own army, of purchasing the materials and making up a portion of the clothing used, be gradually introduced into our service, and that a part of the sailor's outfit be furnished him without charge.

The chief of the Bureau of Medicine and Surgery presents not only the usual report of sickness and death in the navy during the year, but gives in addition interesting tables showing the number of sick of each squadron engaged on the blockade during the war, together with the total of each disease treated, number of deaths on the blockade during the rebellion, proportion of deaths to the number of cases treated, and the proportion of deaths to the number of ship's company. The summary shows that from the commencement of the rebellion to the 30th of June, 1865, there were under treatment, 114,038 cases; that there were 2,532 deaths, the proportion of deaths to the number of cases treated being .0175. At the close of the year 1865 there remained under treatment 853 cases; during the year 1866 there occurred 24,350 cases of disease, injury, &c., making a total of 25,203 cases treated during the year, of which 310 died; 23,954 were returned to duty or discharged the service, leaving 939 cases under treatment at the end of the year 1866. The proportion of cases admitted to the whole number of persons in the service was about 1.46, or each person was on the sick list $1\frac{46}{100}$ times during the year. The proportion of deaths to the whole number in service, was .018, and the percentage of deaths to the whole number of cases treated is .012, or less than two per cent.—taking the average strength of the navy, (officers, seamen, marines, engineer service and coast survey included,) for

the year 1866, to be 17,193. The total number of deaths from all causes, reported at the Navy Department from October 1, 1866, to September 30, 1867, is 395. The number of insane of the navy under treatment in the government asylum near Washington, during the year ending 30th September, 1867, was 24; number now under treatment, 18. The necessity for enlarging the laboratory accommodation continues to press itself upon the attention of the bureau, and estimates for this purpose have again been submitted.

The commandant of the marine corps reports that at the annual inspection he found the troops in a thorough state of discipline and efficiency, and the several barracks and quarters in a creditable condition. The men are kept in constant readiness for duty at sea or on shore, and at short notice could be concentrated, in condition for effective service, at any point where the presence of troops might be required. The number of officers and men attached to vessels in commission is now somewhat less than usual. The new infantry tactics recently introduced into the army has been adopted, and the corps is now being instructed in conformity therewith. Two officers and several men have died of yellow fever at Pensacola. The commandant of the corps renews the recommendation of last year that new barracks be erected at Washington, a board composed of officers, a civil engineer, and master mechanic, after a thorough examination, having reported that it is not expedient to attempt to repair the present structures.

CONCLUSION.

In closing this report it is gratifying to state that, while the reduction of vessels in commission has steadily progressed, and while our squadrons are limited to the smallest number of steamers compatible with the requirements of commerce, the protection of our countrymen, and the dignity and power of the nation, the vigilance and activity of our naval officers, with their small but efficient commands, have been such as to cause our flag to be exhibited in almost every important port on the globe; and it is a satisfaction to know that the demonstration of a naval force has everywhere been sufficient to cause it to be respected, and to give security to the persons and property of American citizens. Our commerce, which was seriously affected during the prevalence of civil war, in consequence of the countenance and encouragement extended to the rebels by foreign governments, has not, from the continued unsettled condition of our domestic affairs, recovered its former vigor, but the navy has, in guarding American interests and maintaining American rights, performed its duty, fostered trade, and, with the re-establishment of the Union, will contribute to restore our former commercial prosperity and success. If our ships and men in service are vastly inferior in numbers to other maritime powers, it is a matter of just pride that, for efficiency in guarding the interests of our countrymen, in opening new avenues to trade, in exploring and rendering safe the ocean highways traversed by adventurous navigators, and for every useful purpose, they are surpassed by those of no other nation, and that they continue to assert our rights and maintain the credit and renown which has ever belonged to the American navy.

GIDEON WELLES.

To the PRESIDENT.

APPENDIX.

APPENDIX.

REPORTS OF OFFICERS.

ADMIRAL FARRAGUT'S REPORT OF PASSAGE TO EUROPE.

UNITED STATES FLAG-SHIP FRANKLIN,
Cherbourg, July 15, 1867.

SIR: I have the honor to report to the department that I assumed command of the European squadron yesterday. The passage from New York to this place was made in sixteen days under very favorable circumstances. The winds were generally light, and when the speed was reduced to three or four knots, we used steam with two boilers, consuming from thirty to thirty-five tons of coal per day, making from 7 to 7.6 knots per hour. With steam and sail under the most favorable circumstances we made as a maximum 11 knots and 2 f. with the propeller uncoupled we made 9 knots, and with the propeller hoisted up we made $11\frac{1}{2}$ knots.

* * * * *

I found here Rear-Admiral Goldsborough with his flag-ship the Colorado; the Canandaigua, Captain Strong; the Ticonderoga, Captain Wyman; and the Frolic, Commander Upshur. The Shamrock and Swatara are at Lisbon awaiting my orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Admiral Farragut's reception of her Imperial Majesty the Empress of France.

UNITED STATES FLAG-SHIP FRANKLIN,
Cherbourg, France, July 30, 1867.

SIR: I have the honor to report to the department that while in Paris I heard that her Imperial Majesty was to visit Cherbourg on the 26th instant. I returned to this port to receive her. Owing, however, to the weather, the royal yacht did not arrive, and having on the evening of the 26th received an invitation to dine with his Imperial Majesty the Emperor, I returned to Paris, giving directions that all due honors should be paid to the Empress on her arrival by the vessels of the European squadron. The royal yacht entered the harbor of Cherbourg on the 27th instant and was received with all honors. The ships were dressed, the yards were manned, the men cheered, and the national salutes were fired. After the Empress had been received on board the French flag-ship the Magenta, the senior officer, Captain Pennock, sent Captain W. E. Le Roy to wait upon her Majesty and offer congratulations upon her safe arrival.

The Empress having expressed a wish to visit the Franklin, the invitation was immediately given, and after a brief interval her Majesty and suite came on board and were received with all due honors.

On her departure the national salute was fired, the yards being manned and the men cheering. By the express invitation of the Empress, Captains Pen-nock and Le Roy dined with her Majesty on board the royal yacht *La Reine Hortense*.

At night all the ships of my squadron united with the French men-of-war in a general illumination, with a display of blue lights, and on the departure of the royal yacht on the following day we united again with the French squadron in manning yards, cheering, and firing the national salute.

I desire to add that the practice squadron which was detained here joined in all the honors. I have to add that with his excellency John A. Dix I dined with the Emperor on the day specified.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Admiral Farragut's visit to the Cherbourg dock-yard.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Cherbourg, July 30, 1867.

SIR: I have the honor to inform the department that this morning, accompanied by my staff, I visited the dock-yard at this port, where I was received by the Préfet Maritime Vice-Admiral Reynæux and escorted around the yard, and from whom I beg leave to say we have received every facility and courtesy during our stay here.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Admiral Farragut's reception in Russia.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Cronstadt, Russia, August 13, 1867.

SIR: I have the honor to report my arrival in the Franklin at this place on the 10th instant, after a very pleasant passage of eleven days from Cherbourg, having anchored two nights whilst running through the Great Belt. Our reception here by the Russian authorities, naval and civil, was most gratifying, both nationally and individually. From the time we passed the first vessel we were greeted by cheers and salutes until we anchored, the harbor becoming so dense from smoke that we could no longer distinguish whence the guns were fired, whether from forts or ships, the Russians always taking the initiative. We returned in kind in cheers and salutes, cheering when they cheered and firing when they fired, but it was one burst of the most cordial welcome.

The commanding Admiral Lessoffsky called as soon as possible to inform me that quarters were prepared for me on shore, where it was expected that I would take up my abode, and thence visit other points as I felt disposed. He

also notified me that he would bring all the senior officers under his command to call on me on Monday at any time most agreeable to me. I named one o'clock, and at that hour the admiral came on board, accompanied by the port admiral and many other officers.

They were entertained with all the usual courtesies on such occasions, and spent an hour or two on board, and on their departure received the proper salutes. To-day I received the mayor and civil authorities of Cronstadt, who did me the honor to call and pay their respects.

It is my purpose to-morrow to visit St. Petersburg and call upon our minister, the Hon. Cassius M. Clay. I am accompanied by the Canandaigua and Ticonderoga, and am expecting the Frolic every hour from Stettin.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding the European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Additional report of reception in Russia.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Cronstadt, August 29, 1867.

SIR: In my despatch No. 17, dated August 13, I had the honor to report to the department my arrival here and the reception of the vessels of this squadron by the Russian authorities.

On the 15th instant, at the invitation of his Highness the Grand Duke Constantine, in company of the commanding officers of the vessels under my command, I called upon him and was most cordially received.

On Friday, the 16th, his Highness, accompanied by his suite, came on board this ship, and were received with all due honor.

I have since visited St. Petersburg, Moscow, and Nijui Novgorod, and everywhere the most courteous civilities have been extended to myself and my staff.

In St. Petersburg and Cronstadt many public works have been thrown open for our inspection. Of these the iron-clad batteries of Fort Constantine, off Cronstadt, have been the most interesting.

Last evening Admiral Lessoffsky gave a ball to myself and the officers of our ships here, and I have to-day returned these civilities by an entertainment on board the Franklin.

To-morrow I propose to leave this place for Traundsund, and thence to proceed to Stockholm.

I am, sir, very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Admiral Farragut's inspection of the Russian iron-clad fleet.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Wuxholm, below Stockholm, September 3, 1867.

SIR: I have the honor to report that early on the morning of August 30 I left Cronstadt with the Franklin, Canandaigua, Ticonderoga, and Frolic, and proceeded to Trongsund roads. This excursion was made because of a wish

expressed by the Grand Duke Constantine that I should visit the iron-clad fleet assembled there for the purpose of naval exercise during the summer months.

As we entered the sound leading to Trongsund roads, a sloop of war on the lookout met us and saluted my flag. Some eight miles further up we discovered the monitor fleet, ten in number, coming down in line of two abreast, led by their commanding officer, Rear-Admiral Popoff. As we approached they formed in line abreast, flanked by two sloops of war, and fired a salute of seventeen guns, each vessel taking part in the salute and firing consecutively from right to left. This salute was novel, but the effect was beautiful. They steamed past us in line, turned in line by a general movement admirable for its accuracy, and followed us to the anchorage, where the heavy iron-clads were moored in line, and where the station of honor was assigned us in the advance. Vice-Admiral Gregory Boutakow, whose flag was flying from the iron-clad frigate *Petropavloek*, saluted and the whole Russian fleet cheered.

After we anchored, each of the monitors constituting the escorting squadron rounded under the stern of this ship, and, as she passed, fired her battery, the crews cheering, and took position in line in rear of the heavier iron-clads. Our rigging was manned, and as each ship passed our crew cheered in turn.

Vice-Admiral Boutakow, with his admirals and captains, called on me to pay his respects, and invited myself and officers to visit Wyborg the next day, and afterwards to dine with him on board his flag-ship. In the evening we were honored by a novel but beautiful and interesting display. All the boats of the fleet, fully manned, were formed in two divisions in line ahead, each division towed by a small steamer, the men bearing brilliant lights and singing wild Russian peasant songs.

One division passed our bow and the other our stern. We acknowledged the compliment with cheering by our crew and our band playing the Russian hymn.

On the following day, with my staff and commanding officers, I went on board the two-turreted ship *Smertch*, under the escort of Vice-Admiral Boutakow, and steamed to Wyborg. A number of my officers followed in the government steamer *Ylmien*. After visiting some places of interest and receiving a handsome entertainment we returned to our ships. In the evening, accompanied by a number of the officers of my squadron, I dined on board the Russian flag-ship. * * * * * In the evening every vessel of the Russian squadron was brilliantly illuminated.

The next morning, with several officers, I inspected the vessels of the iron-clad fleet. At 2 p. m. (September 1st) we got under way and proceeded to sea, exchanging salutes with the flag-ship, and thus, amid cheering from all the ships of the two squadrons, concluded a visit which from first to last has been marked by the interchange of the warmest friendliness, and which we shall always cherish as one of the most pleasant remembrances of our lives. A pilot was put on board this ship by Admiral Boutakow, and a Russian sloop-of-war accompanied us down the gulf and parted with us the next morning, our crews interchanging cheers.

I enclose, for the inspection of the department, a list of the Russian iron-clad squadron at anchor in Trongsund roads, and their respective commanders, furnished to me by Vice-Admiral Boutakow.

To-day at one o'clock I anchored with my squadron off Waxholm, below the city of Stockholm, and in my next despatch I shall have the honor to report to the department my further proceedings.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Russian imperial iron-clad squadron at Trongsund roads.

Flag-ship.—Frigate Petropovlosk, Captain Stackelberg.

Batteries.—Netrone Minia, Captain Selivanoff; Rear-Admiral Baron de Tambe; Kremlé, Captain Pilkin, 1st; Pervenestz, Captain Kopytoff.

Sloops-of-war.—Yachout, Captain Kazorakoff; (not iron-clad;) Usadnick, Captain Mykhailoff, (not iron-clad)

Two-turreted ship.—Smertch, Captain Korniloff.

Steamers.—Smeloy, Captain Korchounoff, (not iron-clad;) Vladimir, Captain Kondriavoy, (not iron-clad;) Rear-Admiral Popoff.

Monitors.—Ednirog, Captain Baron de Klodt; Lava, Captain Vogack; Bronenosetz, Captain Komprianoff; Curagan, Captain Gevais; Peroun, Captain Karpoff; Latnick, Captain Serkoff; Strelitz, Captain Popoff; Typhon, Captain Pilkin, 2d; Coldoun, Captain Klotchkoff; Vestchoun, Captain Schamshin.

Gunboats.—Leschy, Captain Sharweitz, (not iron-clad;) Toltachia, Captain Valitzky, (not iron-clad.)

Steam yacht.—Ilmien, Captain Sanoff, (not iron-clad;) Vice-Admiral Gregory Boutakow.

Admiral Farragut's visit to Stockholm.

UNITED STATES FLAG-SHIP FRANKLIN,

Off Copenhagen, September 14, 1867.

SIR: In my despatch No. 24 I had the honor of reporting my arrival off Waxholm, about fifteen miles below Stockholm, on the 3d instant. On anchoring we exchanged salutes with the castle at Waxholm, and soon after a Swedish gunboat came alongside, having on board our minister, Major General Bartlett, and our consul, Mr. Perkins, with whom all the necessary arrangements were made incident to my visiting the city of Stockholm the next morning and paying my respects to the Swedish authorities.

On the following day, September 4, accompanied by part of my staff and my commanding officers, I called on Count Platen, the minister of marine, and on the secretary of foreign affairs, by both of whom we were received with the kindest cordiality, and Count Platen invited myself and a number of the officers to dine with him the next day. The invitation was accepted, and we were entertained in the handsomest manner, the table being graced with the presence of all the high officials then in Stockholm and their ladies.

On the same evening I received an invitation, through Count Platen, to dine the next day with his Majesty King Charles XV, at his summer palace, the invitation embracing the United States minister, the commanding officers of the vessels, their executive officers, and two officers of my staff.

At the appointed time we repaired to the palace and were received by Count Platen, by whom we were presented to his Majesty. The King was not only courteous but cordial in his manner, and expressed his gratification at again having vessels of war of the United States in the waters of Sweden. In return I expressed the great pleasure it would give me to receive his Majesty on board my ship, if he desired to visit the Franklin, but his Majesty regretted that his health would not permit him to do so.

On Saturday, the 7th instant, I gave an entertainment on board the Franklin, returning the civilities which had been extended to me. Count Platen, the minister of marine, received the first honors on coming on board, and the Prussian minister, Baron Richthofen, was saluted on leaving.

During my stay here a gunboat was placed at my disposal, and Captain F. Malmberg, of the coast artillery, was assigned as my aid, to whose kindness and courtesy I have been much indebted.

As a further act of courtesy, the hydrographic office, through J. Emil Warberg, hydrographer, presented me with a valuable collection of charts.

On Monday, the 9th instant, at 11 a. m. the fleet left Stockholm, and after a passage of five days anchored off this place. When off Nyborg the pilot ran this ship on a bank, where she remained for several hours before we succeeded in getting her off, of which a detailed report will be made by the captain of the ship.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Admiral Farragut's reception at Copenhagen.

UNITED STATES FLAG-SHIP FRANKLIN,

Off Gravesend, Thames, September 26, 1867.

SIR: In my despatch No. 25 I had the honor to report my arrival off Copenhagen, Denmark.

On the morning of the 13th the wind was fresh, and fearing that I might not be able to accomplish the trip round to Copenhagen by night without putting on full steam, I ordered all the furnaces lighted, being at the same time desirous to try the full speed of all the vessels. This I did to my perfect satisfaction, this ship steaming eight miles per hour against almost a gale, and proving that the Franklin, against a fresh breeze and a moderate sea, was more than a match for either of the other vessels. Her performance gave general satisfaction, and I can with confidence say she steams better under full power than any frigate in our service.

On anchoring off Copenhagen, we exchanged salutes with the authorities, and soon after I called upon our United States minister, Mr. Yeaman, and with him called upon Mr. Raasloff, minister of war, and Admiral Dockum, minister of marine, the only two ministers then in Copenhagen.

These gentlemen returned my call and tendered to me all the facilities in their power; and an aide-de-camp was directed to show me all places of public interest in Copenhagen, including armories and forts.

The armories were particularly worthy of a visit. I saw there, (hundreds of years old,) cannon and every species of small-arms, similar to those now in use, and which claim to be the inventions of the present day—at least, the variations are so trifling, that it is doubtful whether there have been any improvements.

I have visited armories in France, Russia, and Sweden, where I have also seen many of these same cannon and small-arms, but nowhere have I seen such a complete collection, chronologically arranged, as in Copenhagen. Among other curious things, I saw an entire battery of breech-loading cannon of wrought iron, taken out of a vessel sunk during the seventeenth century, which seemed to me to contain all the essential points of modern breech-loading guns.

On Monday, the 16th, the United States minister, Mr. Yeaman, gave a dinner to myself and officers, at which were present all the foreign ministers then in the city. I returned the civilities extended to me by a reception and collation on board the Franklin, on the 18th instant; and on the same evening, by invitation of the minister of war, Mr. Raasloff, was agreeably entertained by a supper and brilliant fire works.

On Thursday, accompanied by our minister, Mr. Yeaman, my staff and commanding officers, I was presented at court; and on the same evening, by invitation, dined with his Majesty, the King of Denmark, his brothers and his two sons,

Frederick the crown prince, and his Majesty George, King of Greece. We were received with great kindness and cordiality, not only by his Majesty, but by all the members of the royal family. The King was pleased to drink to the prosperity of our country, as well as of myself individually.

On the next day, Friday, I left the anchorage off Copenhagen, bound for England, accompanied by the Canandaigua and Ticonderoga, leaving the Frolic to await the arrival of some deserters from Stockholm. Off the Skaw, the Canandaigua and Ticonderoga parted company, having been previously directed to visit certain ports and join me again at Lisbon.

On the afternoon of the 21st the wind commenced to blow from the westward, and gradually increased in force during the following day, until on Monday, the 23d, it became a gale, the wind hauling more to the northward, and blowing with great violence, and so continued until Tuesday night, when the squalls came at longer intervals, and by Wednesday morning the gale was over.

The Franklin, although at times she both rolled and plunged violently, did not strain anything; not a timber creaked, and she came out of the gale without any other injury than the loss of one of her head-boards, which was knocked out by a sea.

In a previous despatch I reported to the department that, through the ignorance of a pilot, this ship was run ashore off Nyborg; but I am happy to say that, so far as we have been able to judge, she did not sustain the slightest injury.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit of Captain Strong, in the United States ship Canandaigua, to Candia, with offers to remove destitute Christians.

UNITED STATES FLAG-SHIP COLORADO, (1st rate.)

New York, August 29, 1867.

SIR: I have the honor to enclose herewith the report of the cruise of the United States ship Canandaigua to Candia, Smyrna, Cyprus, Beyrout, Jaffa, &c.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES SHIP CANANDAIGUA (2d Rate,)

Lisbon, Portugal, June 29, 1867.

ADMIRAL: I have the honor to make the following report:

In obedience to my instructions to proceed to Candia, &c., with the United States ship Canandaigua, and on my arrival at Canea to seek an interview with the chief authorities of the island, and ascertain if it were possible to remove the destitute Christian women and children, &c., I left Port Mahon on the 10th of March for Candia, touching at the island of Malta on the 13th. Remained eleven hours to coal ship. Arrived at Canea on the 16th; but finding that an unsafe anchorage, I anchored in Suda bay. I found there the Turkish and Egyptian squadrons, an Austrian frigate, a Russian frigate, and two Italian men-of-war.

On the day of my arrival I had an interview with Omar Pasha, who is governor, and represented to him the object of the visit of this ship as one of friend-

ship and harmony, or one of humanity, and not in the least of an aggressive nature; and used all the arguments that I could on the plea of humanity, &c., to induce his highness to allow me to remove the distressed and suffering women and children of the island to some place where their sufferings could be alleviated.

The Pasha peremptorily refused the permission. He said that under no circumstances could it be allowed; that it was a mistake to suppose that these people were not taken care of; that his government provided for the destitute, &c.

I then asked him if (as he had declined to allow those who had fled to the mountains to be taken off) if he would allow me to take those whom I was informed were at Rhithymno, and anxious to leave. I said, as he had informed me that his government was taking care of the destitute, I presumed he would be glad to be rid of the charge of them. But that also he refused; nor would he allow these people to be provided with food by private charity.

Our consul (previous to my arrival) had procured a quantity of bread to send them, but it was prohibited. The authorities will allow of no interference whatever.

A new commanding general had arrived there a day or two before my arrival. It was said that he had orders to prosecute the war with the utmost energy, and to crush the rebellion at any cost.

It was reported there on the 16th that two days before two villages in the neighborhood were burned and sacked—men, women, and children being murdered. It was very difficult, however, to obtain reliable information as to the real truth.

Our consul, Mr. Stillman, was not on very friendly terms with the government at Candia. That was evident from what he himself said. I do not think it would have been possible to get the authorities to permit the removal of those suffering women and children.

Wishing to get all the information possible in reference to the destitution of the Greek Christians there, I ran down to Rhithymno, on the 21st, to see how the women and children that are there were provided for.

There were at that place some two hundred or more, old men, women and children, who had come in from the country for protection after their homes were desolated. They were placed in small quarters—each room containing about as many as could lie on the floor, and the houses surrounded by a guard. They appeared to be comfortably clad and fed; but, so far as I could learn, that was done by charitable persons, and without the knowledge of the authorities. None were allowed to come in but such as could account for their male relations; if they could not do so, it was taken for granted that the male portion of the family were among the insurgents, and they (the women and children) were driven to the mountains to starve or freeze, or a worse fate awaited them.

I again made an attempt to induce the government to allow me to take them off; but, at the second interview with the governor, the result was the same as before—he peremptorily refused.

From the Turkish authorities I received no offers of assistance or courtesies; but from the Egyptian admiral (at Suda bay) I received offers of coal, provisions, or anything I might require; but fortunately not requiring anything, I had only to thank him for his civilities.

Finding, therefore, that I could accomplish nothing, I left Suda bay on the 27th for Smyrna, where I arrived on the 28th—remaining till the 4th of April, and then left for Cyprus, arriving there on the 8th. I touched at Samos and Rhodes on my way down. I was informed at Samos that we had not had one of our men-of-war at that place for the last twenty-five years.

There are no lines of steamers that stop there, so that the population of the island is in an isolated condition, depending entirely upon chance to get a mail, &c.

The island appears to be well cultivated and the people in a prosperous condition. There are no Americans on the island.

The Russian vice-consul had been waiting for more than a month for an opportunity to leave the island for the benefit of his wife's health. He made an urgent appeal to me to take him and his family to Rhodes, where he could take a steamer for Smyrna. I took them on board, and landed them the following day at Rhodes. I left Cyprus on the 9th for Beyrout, where I arrived on the 10th; left again on the 12th for Jaffa, and arrived on the 13th; touching at Sidon a few hours on my way. We have a consular agent and two missionary families there.

I left Jaffa on the 17th for Alexandria, and arrived on the 18th; left Alexandria again on the 25th for Tripoli, where I arrived May 1st; only stopping a few hours, and leaving again on the same day for Tunis, where I arrived on the 3d; left Tunis again on the 7th for Algiers. At Algiers, learning that we should be quarantined in any Spanish port, I left on the 13th for Port Mahon, where we arrived on the 14th, and rode out three days' quarantine.

I left Port Mahon on the 23d for Cartagena, where I arrived on the 25th; stopping there one day, left again for Malaga, and then proceeded to Gibraltar on the 30th, arriving the same day. I left Gibraltar June 5th, and ran into the bay of Tangiers; but finding it impossible to land, and imprudent to anchor, as it was blowing a strong gale of wind at the time, I shaped my course for Cadiz, which I reached the same day, and left again on the 9th for Lisbon, where I arrived at 11 p. m. of the 10th instant.

Most respectfully, your obedient servant,

J. H. STRONG,
Captain.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding United States European Squadron, Lisbon.

Visit of Commander Jeffers to Candia in the United States steamer Swatara.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate,)
Off Copenhagen, Denmark, September 20, 1867.

SIR: In my despatch No. 14 I had the honor of informing the department that the Swatara, Commander Jeffers, had been ordered to Candia, &c., and enclosed a copy of my instructions to him.

I have now the honor to forward copies of two communications received from Commander Jeffers, dated respectively August 19th and 30th, which I am sure the department will consider interesting.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER SWATARA,
Canea, Candia, August 19, 1867.

ADMIRAL: I have the honor to report my arrival at this place. I find that we have no interests whatever in this island, there being no American residents, nor trade. The few Cretan products exported to America go from Smyrna. The consul states that the insurrection remains in about the same state as for the past year, but that there is a prospect of its becoming more formidable after the women and children are removed, and the whole male population, thus disencumbered of their support and maintenance, left free to prosecute a guerilla

warfare indefinitely, hoping intervention. The French, Italian and Austrian ships and a little Prussian gunboat are actively engaged in this work with the connivance but not the assent of the Turks. The consul is warmly in favor of the Greeks, and related to me various instances of Turkish barbarity. These do not surpass, however, the tales told by the English and other persons inimical to us relative to the conduct of our late war, and by no means equal to those published by themselves of the conduct of the British troops in India. They are, unhappily, necessary incidents in the prosecution of all wars. Although my sympathies are excited in favor of this suffering population, I do not consider it consistent with neutrality to take part in this exodus, and shall therefore be content to observe events. The consul informs me that when the *Candaigua* was here the Pasha pointedly failed to return the call of her commander, having gone over to Suda and called on all the other commanders, supposed to be occasioned by pique, Captain Strong having, in his interview, made a request to be permitted to carry off non-combatants; also, the subscription raised in America for the Cretans, all of which was delivered by running the blockade. He has a further grievance relative to the arrest of his cheons, which has been referred to Constantinople and our minister. Under these circumstances he has no intercourse with the authorities, and of course thinks his position would be strengthened by my not calling on the Pasha, to which I have acceded.

* * * * *

Syra is a central point in the levant to which all communications should be sent. There is weekly or semi-weekly communication with all the islands, Constantinople, Smyrna, and Alexandria. Malta has little communication except with Egypt.

There is no cholera in any port of the Levant or in Egypt.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,

Commander.

Admiral D. G. FARRAGUT,

United States Navy, Commanding European Squadron.

UNITED STATES STEAMER SWATARA,
Piræus of Athens, Greece, August 30, 1867.

ADMIRAL: After several days stay at Canea, where I lost an anchor in the rocky bottom, I went around to Suda bay, where the Turkish fleet was lying. I was immediately visited and tendered the usual offers of service on the part of Admiral Vizzim Pasha, commanding the Turks, and Vice-Admiral Fual Pasha, of the Egyptian contingents. When I made the return visit Vizzim Pasha was absent, but I had a conversation with Ali Bey, captain of the iron-clad *Ismanie*, the flag-ship, relative to the state of the island. He speaks English fluently, and has spent some time in the United States. He said that the insurrection as an organization was completely put down, but that owing to the difficulties of the country a guerilla warfare might be continued indefinitely, or as long as they received external aid. I made inquiries relative to the removal of families, to which he replied that it was not with the consent of the government or commander-in-chief, but that they were forced to connive at the action of the French, Russians and Italians, and spoke with great bitterness of their interference. He asked me if I intended to join them, to which I replied that if permitted to embark refugees in any open port with the consent of the government, and the interests of humanity would be furthered thereby, I should do so, but that I did not intend to infringe the strictest neutrality. He thanked me and stated that the sufferings of the unfortunate Cretans were largely

due to those who had drawn crowds of women and children to the sea-shores under expectations of immediate transportation to Greece, which expectations the vessels were unable to meet, and some remained weeks before any opportunities offered. That it was not true that these people were driven from their homes for the purpose of forcing them to emigrate. That, on the contrary, their removal would undoubtedly prolong the insurrection, and was in opposition to the views of the authorities. He admitted various barbarities, which he attributed to the fact that this was a religious as well as a civil war, and Cretan Musselmén, who had private quarrels to avenge, took advantage of this opportunity. That the Musselmén villagers burned the houses of their neighbors, and the Christians retaliated, and thus nearly all the villages were destroyed. That great numbers of Musselmén, and also Christians, were rationed by the Turkish government. When my call was returned he informed me that the admiral directed him to express his thanks for my expressed intentions.

* * * * *

I came over to the Piræus. When I called on Rear-Admiral Simon (French) he informed me that he had received orders to suspend transportation. In reply to my inquiries he stated that he did not consider that the position of the Cretans was ameliorated by throwing them on the shores of Greece. All were women and children absolutely without resources; many without decent clothing. The Greek people were poor. The Greek government was poor; that so many had been brought over and distributed among the sparse population of Greece that there was neither shelter, clothing nor food for more.

Commodore Boutakoff, who has just come in with some 1,400 refugees, in two ships, informs me that there are some 8,000 to 10,000 persons near the shores awaiting transportation.

Rev. Dr. Hill, of Athens, who is a member of the Cretan Aid Committee, states that at the present rate of expenditure, about half a franc per head, the fund for the relief of refugees will be exhausted in ten days, and that he has notified the government that it must then furnish funds. The number receiving relief is about 26,000. It will then be seen that it is difficult to decide between the two shades of misery to which they are exposed. So far as I have been able to sift the very contradictory statements made to me, the following appear to be the facts of the case. The insurrection in Crete was fomented and is kept alive entirely by the aid of the government of Greece—perhaps supported pecuniarily by the Russian government. They are so far engaged in it, both as a people and a government, that a failure to insure the success of the insurrection would bankrupt the entire country, and perhaps create a revolution at home. Hence their persistence against all hope unless aided by foreign intervention. Many of the best officers of the Greek army are or have been on leave of absence in Crete, and some thousand (8,000) volunteers have openly gone there. Most of these officers and men have returned, satisfied that the insurrection has simply degenerated into a very desultory guerilla warfare, in which, while the Turks suffer continual losses, no real impression is made by either party.

Major DeKay, a young American here in hospital, wounded by an accidental discharge of his own gun while in Crete, informs me that the fighting is the most ridiculous thing in the world; that he has never seen a party of either side within a thousand yards of the other; but as the Turks move in masses and are the attacking party, they of course in the defiles and difficult passes of the mountains suffer some loss. Great hopes are based on the Turkish losses by sickness produced by heat, want of water and food, and fatigue, wearing them out. These losses are no doubt great, as the numerous hospitals show. DeKay informed me that the Cretans aid natural causes by destroying most of the wells, and poisoning such as are not filled up.

I had heard this from other sources, but had given it little credit as one of

those vague ideas not capable of being carried out, until I heard his circumstantial accounts. It appears that they have a bush, the branches of which when thrown into water poison or stupefy fish, causing them to rise to the surface, but does not injure the flesh. This water produces sickness when drank by men. I can readily conceive this to be true, as I have frequently, when in Central America, taken fish from a deep pool by bruising the bark and small branches of a small tree resembling the holly, then sinking them to the bottom with a stone. In a few minutes the fish come to the surface, darting about as if they were intoxicated, and soon turn belly up, stupefied, and are easily caught.

There is a revolutionary committee in Athens which aids the Oretans in every way, and has organized an outbreak in Thessaly and Epirus, but waits until a fairer opportunity is offered.

* * * * *

I shall leave here to-morrow for Syra and thence to Smyrna, touching at various points on the way. I have informed Mr. Morris of my presence in these waters.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Commander United States Navy.

Admiral D. G. FARRAGUT,
Commanding European Squadron.

Reception of Prince Alfred, of Great Britain, at Rio de Janeiro, by Rear-Admiral S. W. Godon.

SOUTH ATLANTIC SQUADRON,
UNITED STATES FLAG-SHIP BROOKLYN, (2d rate,)
Harbor of Rio de Janeiro, July 26, 1867.

SIR: The arrival here of her Britannic Majesty's steam frigate *Galatea* with his Royal Highness Prince Alfred, Duke of Edinburgh, on board, has been the occasion of considerable excitement, and happily has called forth a general display of good feeling, in which the representatives of the various foreign navies largely participated.

The *Galatea* had been expected for some time with Prince Alfred in command, but until he arrived off the mouth of the harbor it was not known that he would hoist the royal standard.

So soon, however, as it was seen, Admiral Ramsay notified me of the fact. I at once followed his movements, and with him and all the foreign men-of-war present, manned yards and fired a royal salute.

On the Prince dropping his anchor, I with the other admirals called in full uniform to welcome him in port, and was received by him at the gangway, and presented by Admiral Ramsay.

The following day the Prince was received by the Emperor, and as he passed to the shore in his barge with the royal standard flying, he was again saluted by all the fleet with yards manned, &c.

The second day after his arrival, the Prince, as captain of the *Galatea*, returned the visits of the admirals, and requested that I would assist him in receiving the Emperor of Brazil, who was to visit his ship in state and to dine with him on board.

Salutes were fired and yards manned as the Emperor passed the various vessels.

The dinner proved a most agreeable occasion for the expression of good feeling among the foreign representatives afloat.

The British minister was the only diplomat present.

The dinner of the Prince was followed by a ball given in his honor by the British residents of Rio, and a dinner at the Emperor's palace at San Christovao, at both of which I was present, and was thereby enabled to establish more firmly those feelings of friendship now so happily existing between the two nations.

The Prince sailed on the following day, and as he steamed out of the harbor yards were manned, and a royal salute was again fired by the various flag-ships present.

A message of thanks from the British admiral for the part taken by the Brooklyn in the naval ceremonies induces me to give the department this notice of the matter.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Rear-Admiral Commanding South Atlantic Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Visit of Commander Shufeldt in the United States steamer Wachusett to Chifu and Corea.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)

Hong Kong, China, February 16, 1867.

SIR: In my despatch numbered 65, series of 1866, and dated December 27, 1866, I informed the department that I should send Commander Shufeldt in the Wachusett to Chifu and Corea, to investigate the circumstances of the loss of the American schooner General Sherman, and the fate of the people on board of her.

I have now to submit to the department that Commander Shufeldt reached Chifu on the 14th January last, and having secured the services of the Chinese pilot who was in the General Sherman a few days before her loss, and also of Reverend Mr. Corbett, an American missionary, to act as interpreter, left there on the 21st for the northwest coast of Corea, in compliance with his instructions, which were to demand of the chief authorities at the Ping-Yang river to deliver on the deck of the Wachusett such of the unfortunate men of the schooner General Sherman as may have been spared, whether they were American, Portuguese, British, Malays, or Chinamen; and to make such further investigation of the case as was practicable.

Commander Shufeldt has performed that service with commendable zeal, intelligence, and celerity. His report, marked A, herewith enclosed, confirms the rumors of the wreck of the schooner General Sherman and of the burning of that vessel in Ping-Yang river; and of the murder of all on board of her, numbering twenty-seven persons, by the Coreans. The enclosed paper, marked B, is copy of letter addressed by Commander Shufeldt to the King of Corea; C, is memorandum of interview with Corean official; D, memoranda regarding the wreck of the General Sherman, and of the natural history of Corea.

In conclusion, I beg to suggest that until the government takes efficient action on this case, our countrymen lawfully navigating the seas adjacent to Corea will be in peril of life and liberty of person from the barbarities of the people, and the authorities of that country who aim at the exclusion of strangers. No surveys of that part of the coast have been yet made, and Commander Shufeldt employed the four days he was waiting to hear from the King in making a partial survey of the entrance to the Ta-tong river, which lies in latitude 38° 04' north, longitude 124° 50' west, (the chart of which, marked E, is herewith

enclosed,) and about fifty miles to the southward of the Ping-Yang river, which the pilot did not consider it safe to approach in the winter months

As soon as winter breaks up, and I have a gunboat to spare, I shall have that part of the Corean coast examined, pending the decision of the department.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Rear-Admiral Commanding U. S. Asiatic Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

UNITED STATES STEAMER WACHUSETT,

At sea, January 30, 1867.

SIR: I have the honor to report that this ship anchored on the west coast of Corea, latitude 38° 04' north, longitude 124° 50' west, near the mouth of the Ta-tong river, on the 23d instant.

The Ping-Yang river is the one up which the schooner General Sherman went and was destroyed. This river enters the sea fifty miles to northward of the above position, a fact which I could not positively ascertain until our arrival somewhere on the Corean coast; but as we found, on survey, the Ta-tong river to be frozen, and as our Chinese pilot, a man of unusual intelligence and for twenty years a trader on this coast, expressed decided reluctance to take the ship to the mouth of Ping-Yang at this season of the year, I determined to attempt some sort of official intercourse from our anchorage, more particularly as the Heen city of Chang-Yuen was said to be about midway between these two rivers. There are no official cities on the seaboard of the west coast; we found, however, quite a number of fishing villages, and after some unsuccessful efforts, the chief of one of these on Nien-Fo, or Cow island—near which we subsequently anchored—was induced to send a messenger with a communication to the King of Corea, accompanied by a letter to the official of Chang-Yuen. In the meanwhile we endeavored to cultivate friendly feelings with the natives. They seemed to be kindly disposed, but in great dread of their government, and came as little in contact with us as possible.

Apparently they are a rude and barbarous people—unarmed—and the seaboard entirely defenceless. We saw no iron in use; the boats are fastened with wooden pegs, or lashed with coarse seaweed cordage.

They spoke with great reserve when questioned in reference to the General Sherman, but every one of them told the same story—which they said was known all over the country—viz: that the vessel was burned last September up the Ping-Yang river, and all of her people, amounting to twenty seven persons, were killed in a melée on shore by the natives, and not by order of the mandarins.

There remains no reasonable doubt of these facts, and no doubt whatever of the locality of that disaster.

Our messenger was sent on the morning of the 24th instant, and was to have returned within two days, but up to the evening of the 29th he had not made his appearance. On the morning of the 29th however, an officer who said that he came from Hae-Chow Poo, the capital city of the province, fifty miles up the Ta-tong river, was brought on board in one of our own boats, for which they had signalled from the shore, and the interview with him carried on by writing in Chinese resulted in an unsatisfactory manner, as by a memorandum herewith enclosed.

I have no doubt that this man lied systematically from the beginning to the

end of our interview, and that he was either the governor of Hae-Chow-Poo, or some high officer in his confidence. My communication to the King had probably gone to him, as the official superior of the mandarin at Chang Yuen. In all probability, too, it went and perhaps will go no further; at all events, it soon became evident that this officer was utterly beyond the reach of reason or argument, and furthermore that I need not expect any more intercourse with or through the natives at that point. His presence seemed to inspire the greatest dread, and I fear very much that both our old chief and the messenger, his son, have by this time paid for their friendship towards us by the loss of their heads.

The manner of this officer was haughty and imperious, and he presented in his person the most perfect type of a cruel and vindictive savage. The latter part of our interview was carried on on the island, and seeing how fruitless it was growing I determined to leave him abruptly, with the impression upon his mind that the result of the conference was not at all satisfactory, and that probably it would not be the end of the investigation.

I had earnestly hoped to have found some peaceable and satisfactory solution for the Sherman affair, and even to have discovered some of her crew still living; it is therefore with great personal regret that I have to report a different result.

* * * * *

Very respectfully,

R. W. SHUFELDT,
Commander United States Navy.

Rear-Admiral H. H. BELL,
Commanding Asiatic Squadron.

B.

[Translated from Chinese document, a copy of which is attached to this.]

UNITED STATES STEAMER WACHUSETT,
WACHUSETT BAY, NEAR MOUTH OF TAI-LONG RIVER,
January 24, 1867.

The commander of the American armed vessel Wachusett sends greeting to the presiding officer of the district of Chang-Yuen-Heen, and wishes to inform his excellency that he has come to the borders of Corea not to engage in war nor any unlawful business, but is anxious that harmony and peace should continue as heretofore between America and Corea.

He respectfully requests that you forward the accompanying document to your King with all due despatch.

It is hoped that the answer to the accompanying document will be returned without delay, that he may depart in peace from where he is now lying at anchor in the harbor of Ta-fung.

[Translated from Chinese document, a copy of which is attached to this.]

UNITED STATES STEAMER WACHUSETT,
WACHUSETT BAY, NEAR THE MOUTH OF RIVER TAI-LONG,
January 24, 1867.

To his Majesty the KING OF COREA :

The commander of the American armed vessel Wachusett begs to inform your Majesty that he has come to the border of your kingdom not to engage in war nor any unlawful business, but in obedience to the command of the officer commanding the armed vessels of America stationed in these seas, who has heard

with great pleasure and thankfulness of the kindness of your Majesty's officers and people to the shipwrecked crew of an American vessel in the month of June last, on the west coast of Corea: how your Majesty had them transported to the confines of China, from whence they safely reached their friends. The whole American people cannot but feel thankful and praise your nation for this act of kindness and brotherly love.

The officer commanding the armed vessels of America has since heard with pain and surprise that the people of another American vessel, wrecked in the Tai-tong river, in the province of Ping-Yang, in the month of September last, were all put to death and the vessel burned, and has ordered me to ask of your Majesty if this is true, and if true, to ask of your Majesty what evil these people had done that they should be made to suffer such cruel treatment.

But if any or all of these people are still living, the officer commanding the armed vessels of America has directed me to ask of your Majesty that they may be delivered to me on board the Wachusett, now lying in the harbor of Ta-Fung, near the Neu-to islands, or at any more convenient port your Majesty may select.

This is especially desired, that the peace and friendship which has hitherto been uninterrupted for many years may still continue between America and Corea.

A speedy answer is requested to this communication, in order that I may depart in peace.

C.

Memorandum of an interview between Commander R. W. Shufeldt, of the United States steamer Wachusett, and a Corean official from the district city of Hae-Chow-Poo, on the Tai-tong river.

AT NEU-TO ISLAND,
January 29, 1867.

Commander Shufeldt. Where are you from and on what business have you come?

Corean official. My name is Le-Ke-Yung; I reside in the district of Hae-Chow, at Kee-Chen (village;) where I am the ruler; I have come to see your ship.

Commander Shufeldt. This vessel came here January 24th. and sent a letter by the people of Neu-to island to the officer of Chang-Yuen-Heen, accompanied with a communication to the King, from which no answer has yet been received. Do you know anything about this?

Corean. I know nothing about it whatever. On what business have you come?

Commander Shufeldt. An American vessel was wrecked in the Ping-Yang river in the month of September, and it is reported that this vessel was burned and all on board put to death by the Coreans. I have come to investigate this matter, and have sent a despatch to the King to inquire whether the report is true or false, and whether any of the people are still living.

Corean. How many is it to your country? As it does not become your excellency to remain long at this place, I earnestly hope you will depart speedily and return to your own country.

Commander Shufeldt. The ship is merely awaiting an answer to the despatch.

Corean. You ought not to delay, but leave at once.

Commander Shufeldt. Have you heard or do you know anything about the ship that was wrecked?

Corean. I know nothing about it whatever. I only hope you will immediately leave and return to your native country.

Commander Shufeldt. I am anxious to depart speedily, but I wish first to ascertain the truth about the ship wrecked in the Ping-Yang river. No answer has yet been received.

Corean. I do not know whether this report is true or false. Do not delay; but leave at once; by so doing your honorable country will have great praise.

Commander Shufeldt. What objection can there be to our waiting? If I am obliged to leave without an answer to my despatch, many more armed vessels will return to your country.

Corean. To return with many armed vessels would be exceedingly unjust. To return to your own country would be praiseworthy.

Commander Shufeldt. To allow your country to murder our men without cause or provocation cannot be passed over uninvestigated.

Corean. I do not know anything about this business.

Commander Shufeldt. If you know nothing, I have nothing more to say to you.

D.

Memoranda.

UNITED STATES STEAMER WACHUSETT, WACHUSETT BAY,
MOUTH OF TAI-TONG RIVER, COREA,
January 25, 1867.

Coreans report abundance of gold in the mountains. Chang-Yuen is thirty miles from the sea.

Ping-Yang will not be clear of ice for two months. This ship cannot ascend more than half way to Ping-Yang-So at any time. You carry five fathoms at low water over the bar, and about that water thirty miles up. The pilot has been no further. The town of Ping-Yang-So is the only one of importance on the river. Rise of the tide about eighteen feet.

The people here (Ta-tong) all say that the crew of the General Sherman were all murdered by the people on the river, and not by order of the mandarins.

The Coreans report that the Chinese descend upon this coast in junks and rob the inhabitants. Last year six young men were killed by these plunderers on the island of Neu-to, opposite our present anchorage.

The head men of two villages have stated that the General Sherman was burned in the Ping-Yang river in the month of September last, and the officers and crew, consisting of twenty-seven persons, were murdered by the people, and not by order of the mandarins. This fact, they state, is known all through Corea.

The gold reported is said to be abundant in the mountains south of Ta-Tung, on the coast, and is found among the rocks, but the natives have no tools by which it can be extracted.

The Ping-Yang river is reported by the natives as inaccessible at this season of the year on account of ice, and cannot be entered till about the 1st of April.

The city of Hae-Chow-Poo is fifty miles up the Tai-tong river. It is the district city of this province, and is said to be quite a large town.

The Coreans say that ten of the crew of the Sherman were Canton Chinamen, and that these people have been in the habit, for years, of coming to this coast to rob and plunder, to the great dread of the whole seaboard. This is confirmed by our pilot.

Mr. Hogarth, an English subject on board of the Sherman, was known

throughout China for his reckless character; and his acquaintances suppose that if riot occurred, he would be very likely to be one of the means of causing it.

The Wachusett is the first foreign vessel of any description that ever anchored on that part of the Korean coast.

Report of an examination of the harbor of Port Hamilton, (Corea,) Chinese waters, by Commander Shufeldt, in the Wachusett.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)

Hong-Kong, China, February 16, 1867.

SIR: I have the honor to inform the department that, in connection with the visit of Commander Shufeldt to Corea, for the purpose of inquiring into the outrage upon the people of the General Sherman, I directed him to examine into the advantages and capabilities of Port Hamilton, (Nan-Hoo,) situate among the islands to the southward of Corea, and belonging to the King of Corea, as a rendezvous and sanitarium for this squadron, and also as a harbor of refuge, in times of danger, for American commerce in those seas.

By the report of Commander Shufeldt, herewith enclosed, marked A, it will be seen that this harbor possesses many natural advantages, and it would be very valuable as a base in any operations against the Koreans.

Its central position with regard to the northern ports is, as I informed the department in my despatch No. 63, of December 14, 1866, one of its most important advantages, being 150 miles from Nagasaki, 240 from Van Dieman's straits, 180 from the straits of Simonsaki, 300 from the mouth of the Yang-Tze river, 360 from Shanghai, 390 from Ning-po, 315 from the Shantung promontory at the entrance to the gulf of Richili, 350 from Chifu, and 350 miles from the mouth of the Phien-Yang river, the scene of the disaster to the General Sherman.

I also enclose, marked B, an interesting descriptive sketch of Port Hamilton, made by Mr. Albert S. Bickmore, a naturalist from Boston, who was on board of the Wachusett.

The possession of so small a place does not indicate the least ambition for territorial aggrandizement.

Plans of this harbor are among the charts in the department.

The Wachusett is now in the Yang-Tze river.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Rear-Admiral, Commanding U. S. Asiatic Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

UNITED STATES STEAMER WACHUSETT,

At sea, February 3, 1867.

SIR: I have the honor to submit the following report upon the Nan-Hoo islands, (Port Hamilton,) visited by this ship in obedience to your order of December 27, 1866.

These islands seem to have attracted the attention of English naval authorities as early as 1845, since which time they have been twice surveyed; and, certainly, as a naval depot for any power they merit attention.

For the hydrographic character of the port I refer you to the published plan of the harbor, adding only that the holding-ground is excellent, and that although

there is a rise of eleven feet tide it produces no perceptible current. The entrances are at right angles to the basin, thus forming a land-locked harbor capable of containing a navy, and from its shelving shores and smooth water offering every opportunity for repairs, &c. In their physical construction the islands form a large natural fort, with sides on the sea, nearly perpendicular, from one hundred to two hundred feet high, afterwards rising to peaks of six hundred to eight hundred feet, then gradually sloping inward to the basin in the centre. On the outside the water is deep, and steep to, affording no anchorage, except on the northern face, where the hills are more sloping, and shoaler water is obtained.

In a military point of view, if an insular post can be made inaccessible to an enemy, this certainly presents the most favorable qualifications. The islands are, in fact, two Gibralters on a small scale, facing each other, and guarding the harbor between them.

As a sanitarium, in addition to their position, the fact that the islands separate both at the southern and northern points must give a constant current of cool breezes in the summer, which, for the very same reason, or rather for the reason that there are no other openings, are protected in winter from the cold northwest and northeast winds. We found the thermometer at thirty-nine degrees on February 1st, though we came in from sea in a very cold northeast storm of snow squalls. Geographically, as the islands are evidently volcanic, they possess a fertile soil, about two-fifths, however, capable of cultivation only. Wheat and millet are the principal products. The winter wheat was just becoming green when we were there, showing a state of the season about equal to the same latitude in our own country.

The inhabitants live in four villages of about five hundred souls each. Their occupation is agriculture, with a little fishing. They are a rude, barbarous, but not unfriendly, people. The islands afford them all they need, but are not capable probably of doing much more. They have no animals of any kind for food, neither bullocks nor sheep, though both would thrive upon the hill-sides. Water is scarce; there are but two rivulets, and they depend entirely upon the rains to fertilize their crops.

The government is patriarchal, the oldest men being the heads of the villages, and each village being distinct from the others; but they pay their taxes annually by sending to their "Heen" city, which they call Khang-Tsin, distant two hundred miles by water, and which is probably Chosan,* on the main land.

These islands belong to Corea, and the people resemble in every respect the Coreans we saw at Ta-tong.

Our intercourse with them at both places was by writing Chinese, which the more intelligent men could do readily, although none of them could speak it. They say that they have no written Korean language.

A few Chinese gardeners, and a stock of cattle imported from California or Japan, would soon furnish all the vegetables and stock required for a naval station; and water, the scarcity of which we noticed particularly in the driest season, could be easily remedied by a small condensing apparatus.

One is impressed with the beauty of Nan-Hoo, even in winter, and fancies how reluctantly he would leave them for the intense heat and sickly climate of the coast of China during the summer months.

I am, sir, very respectfully,

R. W. SHUFELDT,

Commander, Commanding U. S. Steamer Wachusett.

Rear-Admiral H. H. BELL,

Commanding United States Asiatic Squadron, &c.

* Chosan is only one hundred and ten miles distant, and is held by the Japanese. Khang-Tsin is probably the king's capital, on the Seoul river, which is about two hundred miles distant.—H. H. B.

B.

A descriptive sketch of Nan-hu, called by the English surveyors Port Hamilton.

Nan-hu is the name of a small group of islands in the archipelago that surrounds the southern end of the peninsula of Corea. It is situated in latitude $34^{\circ} 1' 23''$ north, longitude $127^{\circ} 20' 15''$ east. It is composed of two long, narrow, and one small, triangular, islands, which together enclose a basin one mile wide and two long. This basin is accessible for ships only through two channels on its southeastern side. On its northwesterly side it is also open to sea for ten cables' length, but a shallow bar prevents any but small boats from passing through, and at the same time breaks up all swell rolling in from the ocean. On the outside, these islands rise up abruptly from a depth of twenty to thirty fathoms, and form perpendicular rocky precipices for one and two hundred feet above the level of the sea. From the edges of these precipices they continue up at the steep angle of 35° to a sharp ridge, that has a more gentle declivity down the inner side, or towards the centre of the basin. This is more clearly seen in the accompanying vertical section *a b*, which passes through the highest hills on the two principal islands, in a due easterly and westerly direction. The point C is, according to my barometer, 803 feet above half-tide level.

In short, the whole is, in my opinion, merely the top of an old extinct volcano, which is now nearly submerged by the sea; and the basin, where ships at present anchor in ten and twelve fathoms of water, was once an active, burning crater.

This assumption is strengthened by the structure of Quelpart, which, although thirty miles long and eighteen wide, is wholly formed of the cone and flanks of a single volcano now apparently inactive. On its flanks are scores of minor cones, in each of which the eruptive force has found vent for a time, and this becoming clogged up, it has broken out in some other place to form another similar elevation.

From a single position I counted forty-six of these miniature volcanoes. Their sides are as smooth and regular as if graded by art, and on the tops of those near the sea, square, bastion-like lookouts inform the people of approaching danger.

Montessor island, as we saw it in the distance, has exactly the outline of a volcano with a considerable crater, and probably a large part of the whole Corean archipelago will prove of plutonic origin, like many of the neighboring islands of Japan.

On account of the steepness of the outer flanks of these mountainous islands, only their inner declivities, or those that surround the basin, can be brought under cultivation. The parts that are thus improved form about two-fifths of the whole area. They are divided into rectangular patches, which extend two-thirds the way up the mountain sides, and are already green with wheat that was sowed last autumn. There is but little that can be called terracing, such as seen in China and Japan, and consequently no artificial irrigation; yet the people fish but little, and appear to rely chiefly on their crops, which they say only "sometimes suffer for want of water."

The soil is a fine dark loam, and appears extremely fertile. They raise wheat, kowliang, (a large species of millet, common in the north of China,) and some cotton.

They have no cattle, horses, sheep, or goats; yet I am confident the small cattle on the promontory of Shantung would thrive well here, and perhaps the better breeds that could be imported from California and Australia. Large flocks of sheep and goats would find plenty of the richest pasturage on the declivities that are too steep for cultivation, and good breeds of both of these animals are common in the same latitude in China.

They keep hens, but no ducks or geese, though they have every facility for raising the latter, but not the inducement of a ready market.

The only trees I passed on my way to the peak were a few small pines, and the only shrub that grows on the mountain sides is a camellia, bearing a rich, dark crimson flower.

In general, the climate and vegetation may be considered quite like that of southern Japan, and all the many kinds of vegetables and fruits that are raised there may, no doubt, be as successfully cultivated here.

Many kinds of fish could probably be taken in the immediate vicinity, but no men were out fishing when we were there, though the next day we passed several boats off Quelpart.

In the basin and along the outer shores the sea has a bluish tinge, and is remarkably pure and sparkling.

The islands being separated on the northwest and southeast, breezes from the sea have free access into this basin, and must render the air cool and healthy in summer. This, with its isolated position, and its latitude, make it an admirable location for a sanitarium, and I suspect that the southern or inner side of the eastern island would prove the most healthy place, if there is any difference.

The inhabitants live in four villages, two on the eastern and two on the western island. They informed us they number four hundred families, and reckoning five persons to a family this gives two thousand as the total population—a rather low estimate.

Their villages are very compact, and each house is surrounded by a thick, high wall of small stones, laid up without clay or cement. A door is made in this wall, and a small house built near it, together making a kind of little "compound," as private grounds are called in the east, when enclosed. Their houses are all very low, and have walls built of small stones, or a framework of wood, with the interstices plastered with clay. The roof is a coarse thatching of straw, fastened down by straw ropes, which cross each other at right angles. The rooms have wooden floors, but are so low one cannot stand up in them. Through the open doors, and a few small paper windows, a scanty light is admitted, sufficient, however, to show a complete want of any kind of furniture. In front there is generally a rude piazza, where the people seem to pass most of their time when at home.

They dislike to have foreigners even enter their grounds, and when the magistrates of the several villages gave Captain Shufeldt an audience, we had to sit down on mats of coil and straw, while they ranged themselves around us in a semi-circle, in true Indian style. During this interview they brought us a fiery fermented liquor, probably made from their millet or wheat. The official who poured it out invariably tasted it before offering it to any one, to show us, as we thought at first, that it contained no poison, but after he must have satisfied all on that point he was careful not to desist. Instead of cakes to eat with this wine, they brought us a kind of dried sea-weed, which completed the list of refreshments, and shows what these people esteem special luxuries.

Their streets are merely narrow paths, very crooked and abominably filthy. Indeed, the whole appearance of their houses and villages bespoke a degree of poverty and wretchedness surpassing anything commonly seen in China.

They all dress in white. The men wear their hair combed up and twisted into a kind of knot on the top of the head. The women part theirs in the middle and braid it behind. They wear no ornaments, and are more filthy and stupid than the men.

All our conversation with them was carried on by writing in Chinese, but they speak a different language. They stated they are subjects of Corea, and belong to the hilu district of Khan-tsin, (Chosun.) The officials wore the thin

black Corean hat, with a conical crown and broad, straight brim. One dignitary only had on a straw hat, of a hemispherical form, full two feet across.

In regard to their religion, we were only able to learn that they worshipped "idols of clay," and I suspect that, like the Chinese, their ideas on this subject are very indefinite. They bury their dead in mounds, frequently high up among the mountains, and, like the Chinese, seem to prefer the head of a valley, or a place sheltered from "the evil influences" by hills on the right and left, that rise somewhat higher than the spot where the body is interred. On the northerly end of the western island there is a considerable cemetery, and near the centre a stone slab stands in front of a mound. The upper part of this slab has a slight prolongation to the right, a corresponding one to the left, and one upward, so as in some degree to resemble a cross. It is covered with Chinese characters. In front of this slab, and at a distance of ten feet on either side, there is a small, square, rudely carved idol. These may have been intended for images of Buddha, but such a custom I have never seen in the many countries I have visited during my long journeys in China. A little further in front, and a little further to the right and left, there rises on either side a small stone column. This is a common custom throughout the celestial empire.

Skirmish with the savages of Formosa, by Rear-Admiral H. H. Bell, in the Hartford and Wyoming.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)

Shanghai, China, June 19, 1867.

SIR: I have the honor to report to the department that in accordance with my instructions, No. 46, current series, under date of 3d June last, I left Shanghai on the 7th instant, in the Hartford, accompanied by the Wyoming, Lieutenant Commander Carpenter commanding, for the south end of the island of Formosa, to destroy, if possible, the lurking-places of the band of savages inhabiting the southeast end or point of that island, and who murdered in March last the shipwrecked officers and crew of the American bark Rover. On the 10th of June, on the passage down, I directed Commander Belknap of the Hartford to have forty sailors armed with Plymouth muskets and forty with Sharp's rifles and all the marines, with five howitzermen; and Lieutenant Commander Carpenter of the Wyoming to have forty Sharp's rifles and her marines all properly officered ready to land, provided with forty rounds of ammunition and four days' rations and water; in all one hundred and eighty-one officers and privates. The service cannot show a better drilled body than these. I stopped on the 12th instant at Takao, on the island of Formosa, to obtain an interpreter, and Mr. Pickering, a Scotchman, who had seen much of the natives, volunteered his services; they were accepted, he declining pay. I also received as my guests Mr. Taylor, a merchant at that port, and her British Majesty's consul Charles Carroll, esquire, who humanely sent out messengers to communicate with the savages, with offers of ransom for all the survivors, if any remained, of the unfortunate crew of the Rover, and afterward went himself in the British gunboat Cormorant, Commander George E. Broad, to the bay in question, and was fired upon, when attempting to land there. These gentlemen having expressed a desire to be of the expedition, next morning, June 13, at half past eight o'clock, we anchored within a half mile of the shore, on the southeast side of the large open bay indenting the south end of Formosa, a somewhat dangerous exposure at this season of typhoons, though a perfectly safe and convenient anchorage during the northeast monsoon, from October until May. The landing of one hundred and eighty-one officers, sailors, and marines, provided with four days' rations and water, was made at half past nine

o'clock, under the command of Commander G. E. Belknap of the Hartford, accompanied by Lieutenant Commander Alexander S. Mackenzie, fleet lieutenant, a second in command, who earnestly sought to go on the expedition. Soon after we anchored, the savages, dressed in clouts and their bodies painted red, were seen, through our glasses, assembling in parties of ten or twelve on the cleared hills about two miles distant, their muskets glistening in the sun, indicating the kind of arms they carried; their movements were visible to us on board during the most of the day. As our men marched into the hills, the savages, knowing the paths, boldly decided to meet them, and, gliding through the high grass and from cover to cover, displayed a stratagem and courage equal to our North American Indian. Delivering their fire they retreated without being seen by our men, who, charging upon their covers, frequently fell into ambuscades. Our detachments pursued them, in this harassing manner, out of sight of the ships, until two o'clock p. m., when, having halted to rest, the savages took the opportunity to creep up and fire upon the party commanded by Lieutenant Commander Mackenzie, and that officer, placing himself at the head of the company commanded by Lieutenant Sands, daringly led a charge into the ambuscade that was laid for them, and fell, mortally wounded by a musket ball, and died while being carried to the rear. The navy could boast no braver spirit and no man of higher promise than Lieutenant Commander S. Mackenzie. He was distinguished for professional knowledge, aptitude and tact, and suavity of manners which inspired the confidence and affection of the men, while his impetuous courage impelled him along to seek the post of danger, where he was always seen in the advance, both a conspicuous mark and an example. Several officers and men having already experienced severe sun-strokes, and the command being generally exhausted and worn out by their efforts to get at the enemy during four hours' marching, Commander Belknap now thought it expedient to rejoin his picket on the beach, and, during this march of two or three miles, many of the men got into such a deplorable condition from the killing heat of the sun that the commander determined to return with them on board of the ship, which he reached about 4 p. m., after an exhausting march of six hours under the sun at 92°. That afternoon the fleet-surgeon reported the casualties of the day—1 killed, 14 sun-struck, 4 of them dangerously. No sailors, indeed no troops unaccustomed to bush life, ever displayed better spirit, but it was apparent that sailors are not adapted to that kind of warfare against a skilful enemy, and that they could be fitted for it only by a lengthened experience. These considerations, together with the prostrated condition of many of the men and officers from sun-stroke, and their inability to stand another such day, decided me not to land them again, particularly as they had already done all that was practicable for them, namely: burnt a number of native huts, and chased their warriors until they could chase them no longer, though at a grievous cost of life. Their coverts of green jungle and green grass, being fire-proof at this season, cannot be destroyed, as I had contemplated. I observed a bamboo hut on every clearing, and several buffaloes feeding in the distance, these indicating that the natives are not so wild and ignorant of human comforts as they have been represented. The only effectual remedy against the barbarous outrages on shipwrecked men by this tribe, who are not numerous, will be for the Chinese authorities on the island to occupy this bay with a settlement of their own, protected by a military force, which may be effected through the influence of our minister at Pekin. Having accomplished all that was possible, I got under way at 9 p. m., and returning to Takao on the 14th instant, there buried the remains of the brave Mackenzie, with the prescribed honors, in the garden of the British consulate; Mr. Carroll, the British consul, having kindly proffered his garden for the grave, there being no public burying-ground at Takao. The consular flags and those of four merchant ships were worn at half-mast, and all the foreigners present joined in the funeral

procession. At 6 30 p. m. on the 14th instant weighed anchor, and arrived at Shanghai to-day, expecting to meet the gunboats coming out to this squadron. Please receive herewith the detailed report of Commander Belknap, marked A, with the reports of commanding officers of companies of the occurrences of the 13th of June, marked respectively B, C, D, E, also the report of Fleet-Surgeon Beale, marked F, as to casualties.

I am, sir, very respectfully, your obedient servant,

H. H. BELL,

Rear-Admiral, Commanding U. S. Asiatic Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

Commander Belknap's report.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)

At sea, June 15, 1867.

SIR: In obedience to your instructions delivered on the 13th instant, concerning an attack upon the savage tribes living on the southern extremity of the island of Formosa, I proceeded immediately to carry them into execution, so far as the character of the country, the nature of its inhabitants, and the extreme heat of the climate would permit. On leaving this ship, on the morning of the date referred to, I directed Lieutenant Commander J. H. Read, with a company of musketeers, a squad of scouts armed with Sharp's rifles, commanded by Master N. M. Folger, and a portion of the Wyoming's detachment, under the command of Lieutenant G. D. B. Glidden, to land in one of the bays, about three-quarters of a mile to the eastward of the place at which I proposed landing, and, pushing forward through the jungle, to make for the hills bearing away to the westward, in order to flank the enemy and unite with the main body on the summit of the hill. I then pulled into the bay to the northward of the ship's anchorage, and effected a landing without opposition or difficulty, Lieutenant Commander A. S. Mackenzie of your staff being the first to jump on shore. The marines were immediately thrown out as skirmishers along the edge of the jungle which skirts the coast and reaches down to within a hundred yards of the beach, and after securing the boats and establishing a strong picket of seamen and marines, provided with a light howitzer to protect the flank, all under command of Gunner Cross of this ship, and Gunner Staples of the Wyoming, I moved on through the jungle toward the hills, to the right of the large black rock indicated in the accompanying plan.

This belt of jungle seems to be about a third of a mile in width, and the march through was very slow, circuitous, and toilsome. Now and then narrow foot-paths or trails would be entered, but they were soon lost in a thick undergrowth of prickly plants and runners, and low branches of a small species of banyan tree, and the men were obliged to force their way through as best they could.

As we emerged from the jungle we entered an open space of some ten acres in extent, with a few straggling huts and clumps of bushes scattered here and there over its surface. A little further on, the hills could be seen rising from the plain, broken into spurs with deep ravines between, filled with rocks and a thick growth of grass and small trees. Having examined the huts, they were fired, and the command pushed on up one of the hills to the right of the large rock marked in the plan. No enemy could be seen, except at a great distance on the crest of the hills about us and toward our right; but a scattering fire was suddenly opened upon us from an ambush just below the big rock. We fired a volley in return, and halting a few minutes under cover of some bushes, I divided the command,

directing Lieutenant Commander Mackenzie to remain quiet with his portion of the party until I could make a flank movement to the right, when, at a signal given by the drum, he would move on up the hill and rejoin me. In the mean time, Lieutenant Commander Read had landed with his detachment, and could now be seen on the hills on our right at a distance of about two miles, and an occasional fire of musketry was seen to open on the party from the hills above.

Lieutenant Commander Mackenzie having rejoined us at the base of the big rock, we kept on slowly up the hill, bearing away toward the right, receiving now and then a fire from the bushes in all directions, some shots close, others from a great distance. Fortunately the enemy fired too high, and most of the bullets passed over us. At one point a volley was poured into us at a distance of not more than a hundred yards, and Lieutenant Commander Mackenzie and Lieutenant Sands, advancing with a party of scouts, supported by the main body, charged into the ambush, but the wily foe had fallen back with wonderful rapidity, and made known their escape by loud halloos from the thickets beyond.

Only occasional glimpses of the enemy could be caught, their presence being generally discovered by sudden shots from the bushes, and flashes of sunlight reflected from their bright-barrelled muskets. At nearly all the points from which we were fired upon, I noticed small bundles of bamboo lashed to the bushes at a small angle, seemingly for protection to our cunning foe, and to serve as marks to guide them from one ambushade to another. As we advanced, the open space on the hill-side became more confined, and rocks, bushes, dense jungle, and rugged ravines afforded increasing facility and shelter to the savages, and gave us no hope or chance of getting at them. About a mile or more above the big rock already mentioned, the men had become so much exhausted from the march, and the intense heat of the sun, that I ordered a halt, and entered a belt or jungle to give them a little shelter and rest. Lieutenant Commander Mackenzie and Lieutenant Sands, with a party of scouts, were posted in a small thicket above, and to the left of the main body, and a strong picket of marines occupied another clump about one hundred yards below the other party; these outposts, together with the position of the main body, making, as it were, the angles of a triangle.

Those pickets having been established, I sent for Lieutenant Commander Mackenzie, the second in command, to consult with him concerning a further advance. He had been with me about twenty minutes when firing was heard in the direction of the advance picket, and he hurried back to the front. Meanwhile Lieutenant Sands had returned the fire, and was charging toward the spot where the enemy lay concealed, when Lieutenant Commander Mackenzie coming up, ordered a halt. The moment the latter reached the head of the line he ordered a fresh advance, himself leading. During the interval the main body had come out of the jungle, and were pushing on to the support of the picket line, when I heard the cry, "A man wounded; send for the doctor." I called out for Doctor Page, who went to the front and soon after brought Lieutenant Commander Mackenzie, lying wounded in a blanket, near the spot where I was standing, and by my order carried him further back to the rear. The spot from which these shots came was backed by a deep ravine, and immediately to the rear the jungle came down on all sides, so that further advance in that quarter would have exposed the command to the risk of continued loss without any means or hope of retaliating upon the enemy. The men, too, were beginning to show great fatigue and symptoms of sun-stroke, and considering the difficulty of moving either way, encumbered with sick and wounded men, I determined to fall back. I accordingly ordered a retreat, sending the main body ahead, and falling back slowly, covered by the scouts under command of Lieutenant Sands. A short distance down the hill Lieutenant Commander Read joined me with his party, and was directed to fall back with the main body, a party of carbineers under Mr. Folger remaining with Mr. Sands. Mr. Read had destroyed several huts on the route he had taken, but failed to accomplish any other object of the expedition. We

were fired at from several places on the way down the hill, but happily no other shots took effect. Before we reached the plain, word was sent me of the death of the gallant Mackenzie. Upon entering the jungle fringing the coast the different squads and companies took different routes to guard against ambush, and our progress was slow and fatiguing, particularly to the men who carried the remains of the lamented Mackenzie. Arrived at the beach I deployed the marines along the edge of the jungle to guard against surprise, and sent the body on board ship the moment the boat could be got ready. It had been my intention to remain on shore and attempt an ambuscade in the jungle during the night, but I found both officers and men so worn out from exertion and extreme heat of the day, that I concluded to embark the entire command and return to the ship.

Captain Forney, of the marines, and Mate Brownall, of the Wyoming, and a dozen or more of the men were already prostrated with sun-stroke, and I feared other cases might occur before nightfall. The route over which we passed was entirely destitute of cattle, fruit, vegetables, or any other eatable thing; and we had seen only two or three pools of dirty stagnant water, unfit for any one but a savage to drink. That part of Formosa is extremely well adapted to Indian modes of warfare, and the burning heat of the sun at this season of the year is a greater help to the savage even than either his cunning and cruel method of fighting, or perfect knowledge of every foot of ground over which he ranges.

The officers, one and all, gave me a hearty and efficient support, and the men did their duty cheerfully and steadily. The following are the names of the officers who went in the expedition, viz:

Lieutenant Commander A. S. Mackenzie of your staff, Lieutenant Commander J. H. Read, Lieutenant J. H. Sands, Master W. M. Folger, Master H. Elmer, Captain James Forney, United States marine corps, Assistant Surgeon C. H. Page, Gunner R. H. Cross, Admiral's Clerk Louis Parker, and Commander's Clerk A. C. Driggs of this ship, and Lieutenant G. D. B. Glidden, Mate G. V. Brownell, and Gunner J. L. Staples, of the Wyoming.

The British consul at Takao, Formosa, Charles Carroll, esq., and Messrs. Taylor and Pickering, English subjects residing at that place, accompanied the expedition as volunteers and rendered good service, being generally at the front. Mr. Taylor went to the assistance of Lieutenant Commander Mackenzie when the cry of "a man wounded!" was heard. The following named men deserve special mention for the faithful manner in which they remained by the body of the lamented dead and brought it safely through the jungle to the boats, viz: John Kelly, captain of forecastle; Robert Knight, armorer; James Franklin, boatswain's mate; William White, captain of foretop; James McGuinnis, ship's corporal; James Cunningham, seaman; and John M. Small, ordinary seaman. One of them, William White, dropped down from exhaustion and sun-stroke the moment he reached the beach. The gallant dead needs no tribute from me. That solitary grave in the grounds of the British consulate at Takao bespeaks a language more eloquent and touching than human utterance can express. No one knew the worth, the high-toned character, and professional ability of the deceased better than yourself, and I but give expression to the general feeling when I add that in him the service lost one of its brightest ornaments, and the country one of its most zealous and gallant defenders. I enclose a sketch of the routes taken by the expedition; also, reports from Lieutenant Commander J. H. Reed, Lieutenant Sands, Assistant Surgeon C. H. Page, and Captain Forney. I found the soundings from the ship to the shore to decrease regularly and gradually, and the beach quite steep, too; but large, flat black rocks could be seen on the bottom here and there, which would make a dangerous sea for boats in a southerly wind. I could discover no traces of human beings or remnants of clothing worn by civilized people in any of the huts we destroyed, or in any part of the country over which we passed. On our return through the

jungle skirting the coast we struck into the bed of a dry stream, when nearly through, which doubtless runs with good water during the northeast monsoon, which would be of great advantage to a force operating there during the winter months.

Very respectfully, your obedient servant,

GEORGE E. BELKNAP,
Commander.

Rear-Admiral H. H. BELL,
Commanding United States Asiatic Squadron.

Report of Captain Forney

UNITED STATES FLAG-SHIP HARTFORD,
At sea, June 17, 1867.

SIR: I have the honor herewith to submit a brief report of the part taken by the marines on the 13th instant, on the island of Formosa. On first landing, by your order I took charge of twenty marines, deploying them forward as skirmishers. A dense and almost impenetrable thicket of bush prevented the men from advancing very rapidly. I penetrated with them to a creek about half a mile from the beach without meeting with any of the enemy, and was then recalled for further orders. You then instructed me to leave a sergeant and five men on the beach, and to advance with the main body headed by yourself. In consequence of all further operations coming under your own observations, I have nothing further to report, except that the men behaved gallantly, and deserve credit for the manner in which they marched over such a rough and hilly country and under such intense scorching heat. Ordnance Sergeant Goltermeyer was of great assistance to me during the entire day, and deserves favorable mention. A few of the men were struck down by the oppressive heat of the sun, but were not seriously injured and are now doing their usual duty. The entire number of marines on shore was forty-three, thirty-one of whom were from this ship, and twelve from the Wyoming. I have to report the loss of one Springfield rifle, (I think this rifle is on board of the Wyoming by mistake,) one fife, one musket sling, and two canteens.

Very respectfully, your obedient servant,

JAMES FORNEY,
Captain United States Marine Corps.

Commander G. E. BELKNAP,
Commanding U. S. Steamship Hartford.

Report of Lieutenant Commander Read.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate),
At sea, June 17, 1867.

SIR: In obedience to your order I have the honor to submit the following report of the movements of the men under my command at South Cape, island of Formosa, on June 13, 1867. The column consisted of the following detachments, viz: twenty-two men from the Wyoming, under command of Lieutenant Glidden; sixty-two men from the Hartford, under command of Master Horace Elmer, and a skirmish party of ten picked men from the Hartford, under command of Master W. N. Folger; total ninety-four men, five of them being equipped as pioneers. On reaching the place designated by you for our landing, the

boats were beached, and the skirmishers, under Master Folger, deployed to the front. The line of battle was quickly formed, and after mooring the boats two hundred yards from the beach, we took up our line of march for the interior, striking for the high range of hills that lay about two miles from the shore line. The march was painful and tedious, owing to the dense jungles of cactus and rose-vines which covered the soil. But after a tramp of two hours we gained the hills, and destroyed several small houses which had very lately been abandoned. Shortly afterwards several small parties of savages were seen on the hill-tops in our front, who fired at long range upon our skirmish line, but quickly retreated upon their fire being returned. In this manner they kept up a sort of running fight, retreating from one hill-top to another, never allowing our skirmishers to approach nearer than eight hundred yards, for about one hour. But this chasing over rugged hills, through almost impassable chaparral, and under a scorching tropical sun, soon told on our men, and after giving them a short rest, I turned the column to the left in order to join your command, in obedience to my original orders. The main body at this time was about one mile distant, and our march to join it was the most painful of any during the day—many of the men dropping down with sun-stroke, requiring to be helped along by their comrades. Upon coming up with you the commands were consolidated, and the rest of the movements took place under your eye, which makes it unnecessary for me to report further. I am happy to be able to say that all the officers and men behaved gallantly, the skirmish party, under Master W. N. Folger, having the hardest marching, and being the only ones that were annoyed by the savages.

Very respectfully, your obedient servant,

J. H. READ,
Lieutenant Commander.

Commander G. E. BELKNAP,
Commanding United States Steamer Hartford.

Report of Assistant Surgeon Page.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)
At sea, June 15, 1867.

SIR: In accordance with your request, I have to report the circumstances attending the death of Lieutenant Commander A. S. Mackenzie of the United States steamer Hartford, during a skirmish with the natives of the southern extremity of the island of Formosa, upon the 13th of June, 1867. The main body of the troops with which Lieutenant Commander Mackenzie was connected landed at about ten o'clock a. m. and proceeded into the interior of the country about four miles, and had halted for rest and shade in the border of a dense jungle at about two o'clock p. m., with a detachment of ten men, under the immediate command of Mr. Mackenzie, thrown out to one side to watch the movements of the enemy, who had been firing upon us. Soon after halting Mr. Mackenzie was called into the jungle by the officer in command for a consultation as to movements, and during the consultation, the enemy recommenced firing. Mr. Mackenzie rushed to the head of his men, and in about two minutes I heard the cry of "Doctor! doctor!" and immediately proceeded to the front, where I found Mr. Mackenzie falling, with his left hand on his right breast. I caught him by the coat-collar, and asked him where he was wounded, at the same time with what aid I could procure dragged him to the rear as rapidly as possible. In reply he only looked up at me, moved his hand on his breast a little higher, and said "Page, Page, Page, I'm dead!" and ceased to live at

about 2.30 p. m., and about three or four minutes from the time that he was wounded. The wound was round, smooth, of about an inch in diameter, penetrating deeply the upper anterior and middle portion of the right chest just below the collar-bone, with no external hemorrhage of importance.

Very respectfully, your obedient servant,

CHARLES H. PAGE,
Assistant Surgeon.

Commander GEORGE E. BELKNAP,
U. S. Navy, Commanding U. S. Steamer Hartford.

Report of Lieutenant Sands.

UNITED STATES STEAMER HARTFORD,
At sea, June 15, 1867.

SIR: The following is a memorandum of the circumstances attending the death of Lieutenant Commander A. S. Mackenzie, as far as I am able to state: At about 2 o'clock p. m., on the 12th instant, Mr. Mackenzie called for volunteers from the Hartford, and I joined him with the ten or twelve men then under my command, in answer to his call. We were stationed behind a clump of bushes to keep a lookout for the enemy. A few minutes after we had taken our position Mr. Mackenzie was sent for by you and I was left in charge of the party. At about 2½ p. m. we were fired on by the enemy, who had got on our flank through the undergrowth, and I ordered a charge and returned their fire. As soon as the firing commenced Mr. Mackenzie ran up to head the party, and ordered a halt before we had advanced more than thirty yards. As soon as he had reached the front he ordered an advance, and was leading the attack when we were fired on by another party at a distance of about seventy-five yards. The enemy fired five or six shots at once, and it was one of those that struck Mr. Mackenzie. I did not know that he was seriously hurt, and left him walking to the rear to meet the doctor, who was coming up at the time. We fired two or three volleys at the enemy and drove them back, but before we had advanced more than fifteen yards further I received the order to fall back, and it was not until ten minutes after that I learned that Mr. Mackenzie was mortally wounded. To reach the enemy we charged across a gulley filled with long grass, which impeded our movements, and ahead of us still there was a ravine backed by dense undergrowth. It was impossible to tell the position of the enemy until we saw the smoke of his pieces, and we were obliged to fire at the flash. We were in plain sight, an open mark for the enemy, while they were hid in this undergrowth, into which we could not see ten feet.

Very respectfully,

J. H. SANDS, *Lieutenant.*

Lieutenant Commander BELKNAP,
United States Steamer Hartford.

Report of the Fleet Surgeon.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate),
South Bay of Formosa, June 13, 1867.

SIR: I have the honor to report that the following casualties occurred among the officers and men of this ship to-day, on shore, in the affair with the savages of this part of the island, viz:

A. S. Mackenzie, lieutenant commander, killed.

George E. Belknap, commander, sun-struck, severely.

Jas. Forney, captain marines, sun-struck, severely.
Wm. White, captain fore-top, sun-struck, dangerously.
Wm. Jackson, ordinary seaman, sun-struck, dangerously.
Jos. Quinton, seaman, sun-struck, dangerously.
Philip Worrisshoffer, sun-struck, dangerously.
John H. Earle, ordinary seaman, sun-struck, slightly.
Edward Forrest, landsman, sun-struck, slightly.
Martin Finnerty, ordinary seaman, sun-struck, slightly.
Eugene Sullivan, ordinary seaman, sun-struck, slightly.
Thomas Savage, landsman, sun-struck, slightly.
George K. Mills, landsman, sun-struck, slightly.
John Hynes, ordinary seaman, sun struck, slightly.
Wm. Connor, marine, contusion.

Numerous other cases of exhaustion from heat and over-fatigue presented themselves on the return of the expedition to the ship, but as they went to duty almost immediately, I have not thought proper to include them in the above list. I will remark, however, that the men generally, when they came back to the ship, presented a most exhausted and broken-down appearance.

Very respectfully, your obedient servant,

J. BEALE.
Surgeon of the Fleet.

Rear-Admiral H. H. BELL,
Commanding United States Asiatic Squadron.

P. S.—I would also state that Mate Brownell, of the Wyoming, was also brought on board this ship in a state of delirium, following heat and exhaustion, but that he recovered sufficiently in the course of a couple of hours to be sent to his own ship.

THE IRON-CLAD MIANTONOMOH.

RESUMÉ OF THE VOYAGE OF THE IRON-CLAD MIANTONOMOH TO EUROPE AND RETURN TO THE UNITED STATES, ACCOMPANIED BY THE UNITED STATES STEAMER AUGUSTA—MAY, 1866, to JULY, 1867.

UNITED STATES STEAMER AUGUSTA, (3d rate.)

Philadelphia, July 23, 1867.

SIR: The following record of the cruise of this ship, accompanied by the monitor Miantonomoh, Commander Beaumont, and a portion of it by the double-ender Ashuelot, Commander Febiger, is respectfully submitted.

In obedience to your orders of April 16, 1866, I arrived with the Augusta in New York and reported to Rear-Admiral Bell on the 24th of same month.

On the 30th Commanders Beaumont, of the Miantonomoh, and Febiger, of the Ashuelot, reported to me for service in obedience to your orders of the 28th.

These orders also informed me that the Augusta and Miantonomoh would be attached to the North Atlantic squadron.

On the 3d of May, previous orders were revoked by Rear-Admiral Bell.

On the 5th I received from the rear-admiral an order enclosing sealed instructions from the department, directing me to proceed to sea with the Augusta, Miantonomoh, and Ashuelot.

On the 8th I despatched the Ashuelot to Boston to wait further orders, and opened those from the department marked "*confidential*."

On the 10th of May I reported by telegram our arrival at Halifax, and the good behavior of the Miantonomoh during heavy weather; this telegram was followed by a letter (No. 14.) giving a more detailed account of this, the first stage in the long journey which we have since accomplished.

The naval mind, as well as the military, joined in the wonderment occasioned by the visit of the monitor, and we had the first flow of that tide of visitors which, wherever we went, overwhelmed us.

On the 24th of May I reported our arrival at St. John, Newfoundland; we left Halifax the afternoon of the 17th, but in consequence of a thick fog did not leave the lower anchorage until the morning of the 18th at 5 a. m.; we encountered fogs, easterly winds, with heavy sea, and many icebergs, which are always accompanied by fogs; during the last two days we hovered about the mouth of the harbor, making many efforts to get in with safety, the mouth being blockaded by icebergs; we finally accomplished it by taking advantage of a holiday in the fog sufficient to admit us, when it again closed and sealed up the harbor for five days.

On the 30th I reported that both vessels would be ready in a week for the service indicated in your confidential communication of the 14th of May.

On the 3d of June the Ashuelot arrived, bringing as passenger Assistant Secretary of the Navy Mr. G. V. Fox, together with your instructions of May the 28th.

Having arrived at a proper understanding with the commanders in relation to fog and night signals, and every other preparation being made, the Augusta, Miantonomoh, and Ashuelot got underway at 8 p. m. the evening of the 5th of June, and steamed out of the harbor, Mr. Fox on board the Miantonomoh; the Ashuelot in the narrow passage between the harbor and the sea accidentally colliding with and sinking a schooner. This mishap delayed us outside until midnight. Soon after starting, the tow-line I had given the Miantonomoh parted, and no attempt was made to aid her again until the 8th at noon, when

we renewed the towing process and continued it until noon the 15th, the monitor consuming her minimum of coal only, making an average speed of seven knots, the wind varying from north to northwest, mostly strong, with a heavy sea. We arrived at Queenstown at 2 p. m. the 16th, making the passage in ten days and eighteen hours from anchorage to anchorage, the monitor having two days' coal remaining, the *Augusta* ten days'.

In my letter of that date, reporting our arrival at Queenstown to the department, I expressed myself in relation to the monitor as follows :

"A greater portion of the way (1,100 miles) the *Miantonomoh* was in tow of the *Augusta*, as a matter of *convenience* and *precaution* more than necessity ; the *Miantonomoh* consuming a fair proportion of coal. I think she could have crossed over alone."

I also expressed myself upon her sea qualities : "Heavy weather does not appear to materially affect the speed or rolling of the monitor, for while the other vessels were lurching about and their progress checked by heavy seas, she went along comparatively undisturbed," &c.

Mr. Fox disembarked here.

We parted from the *Ashuelot* at Queenstown.

We left Queenstown on the 20th, and I reported our arrival at Portsmouth, England, on the 23d ; we anchored off Spithead.

On the 29th Mr. Fox rejoined the *Miantonomoh*, and at his request I despatched her to Cherbourg, appointing Sheerness as our rendezvous.

The following order was furnished Commander Beaumont for his guidance :

UNITED STATES STEAMER *AUGUSTA*,

Off Spithead, June 29, 1866.

SIR : Mr. Fox, the Assistant Secretary of the Navy, being disposed to take the *Miantonomoh* under your command to Cherbourg, France, you are authorized to furnish him and any gentleman he may think proper to bring with him a passage, with such accommodations and comforts as it may be in your power to bestow. When Mr. Fox notifies you that he no longer requires the services of your ship at that place, you will join me at Sheerness, in the river Thames, the place selected for our rendezvous.

I am, very respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer.

Commander J. C. BEAUMONT,

United States Steamer Miantonomoh.

The visit of the lords of the admiralty was made on the 29th.

The fourth of July was duly honored by the *Augusta* at Spithead, the forts and all the English men-of-war in commission joining us.

On the 6th of July I addressed to Mr. Adams, our minister at the court of St. James, the following note :

UNITED STATES STEAMER *AUGUSTA*,

Off Spithead, July 7, 1866.

SIR : I am advised by Mr. Fox, the Assistant Secretary of the Navy, that the *Miantonomoh* will leave Cherbourg, France, for the appointed rendezvous near Sheerness, to-morrow.

She will be subject to the contemplated visit of the Prince of Wales and others at your discretion.

I would respectfully request, provided it can be made convenient, that you

will fix an early day, as it is desirable to leave for Copenhagen as early as possible.

I sail to-morrow for same anchorage, and will endeavor to communicate again.

I am, very respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer.

Hon. CHARLES FRANCIS ADAMS,

Envoy to the Court of St. James.

On the 7th joined the monitor in the little Nore, off Sheerness, and on the 14th I had the honor to report by letter the visit (and its details) of the Prince of Wales, Duke of Edinburgh, Dukes of Sutherland and Argyll, Lord John Hay, the Prince of Leiningen, and other high officials, who visited and thoroughly inspected the ship.

I had the honor to report our safe arrival at Copenhagen on the 21st. We stopped here to resupply the monitor with coal, the heavy head wind and sea in the North sea having exhausted it.

We learned here of the prevalence of cholera at Stettin, where I expected and had arranged to meet Mr. Fox.

I immediately entered into telegraphic communication with him in Paris, which resulted in our remaining at Copenhagen. Mr. Fox had anticipated this change of programme and arrived here on the 24th.

I ordered a board of surgeons to examine statistics and investigate reports from all sources in relation to cholera in St. Petersburg and Cronstadt, the result of which was the following

REPORT OF BOARD OF SURGEONS.

UNITED STATES STEAMER AUGUSTA,

Off Copenhagen, July 25, 1866.

SIR: In obedience to your order of this date we have carefully examined the statistics in reference to the cholera in St. Petersburg, Russia, as furnished by Assistant Secretary G. V. Fox, in his letter to you of the 24th instant, and after careful consideration, have to report that in our opinion, based upon the above information, the disease exists in a decidedly epidemic form, and was at the time (20th of July) increasing rapidly.

Under such a condition of the health of that city, we consider it unsafe to go there at present, or at any time during the existence of epidemic cholera.

Very respectfully, &c..

W. E. TAYLOR,

Surgeon United States Navy.

W. K. SCOFIELD,

Surgeon United States Navy.

CHARLES L. GREEN,

Assistant Surgeon.

HENRY STANLY PITKIN,

Passed Assistant Surgeon United States Navy.

Commander ALEXANDER MURRAY, *United States Navy,*

Commanding United States Steamer Augusta, and Senior

Officer present, Copenhagen, Denmark.

In my letter to the department of August 3, 1866, I had the honor to make known to you the visit of his Majesty the King of Denmark, the royal family, and his chief officials to the monitor on the 27th of July, also to give you some account of the dinner at which his Majesty entertained Mr. Fox and the commanding officers. In that communication I mentioned the compliment paid us by the Swedish monitor John Ericsson.

At Copenhagen we received on board the property which the Stonewall had left, and which was now being given up to the United States government. It was not inconvenient for the *Augusta* to carry it; it has since been sent home in the *Ino*, storeship, with the exception of a few shell in boxes, which I have retained until this time, as useful in trimming our vessel.

We left Copenhagen on July the 31st; Mr. Fox again on board the *Miantonomoh*.

In my letter (No. 28) from Cronstadt, I announced our arrival at this place, having touched for one day at Helsingfors.

I also, with much pleasure and more surprise, alluded to the extraordinary delight manifested by the people and authorities within the Russian dominions; after bestowing the most unbounded hospitality upon us that day, at Helsingfors (the western outpost of the Russian dominions) we were met on leaving by the Russian Baltic fleet, under Admirals Likatcheff and Boutakoff, the flag-ship *Ohrabry* making the signal "You are welcome." The post of honor was assigned to us and we proceeded in three columns. That letter also attempted to describe our reception at Cronstadt on the 6th of August, our presentation to the imperial family on the 8th, on the 9th the visit of the Emperor and Grand Dukes except the Grand Duke Constantine, our inspection of the Russian fleets and forts, the Emperor's dinner and toast on board his yacht, and I concluded by saying: "I perfectly understand that these unusual attentions were bestowed upon us in return for the hospitalities received by the Russian naval officers while they were in our country, as well as for the 'resolution of sympathy,' which it was our good fortune to bring; the latter appears to have touched very near the Russian heart, which is very generous."

Under date of September the 18th, at Stockholm, I again addressed the department, announcing our official departure from Cronstadt on the 15th, and the attending ceremonies with which the Russian authorities chose to honor us and our arrival at the Swedish capital; this letter contained many enclosures relating to our visit to Russia; everything that professionally belonged to us I reported upon; to have done more would have trespassed on the prerogative of another, who, I have no doubt, did ample justice to the subject.

The ships and officers received favors which as the senior naval officer I acknowledged, (as per enclosures.)

I reported to you also from Stockholm the refusal of the Russian naval authorities to receive pay for some valuable work done at the navy yard, Cronstadt, the most important of which was the furnishing of a towing hawser (13-inch) fitted with bridle, shackle, &c., in all about 165 fathoms; this was a most useful as well as valuable present and was much needed; indeed, it appeared to be the desire of the Russians, whether government or people, to anticipate, in a spirit of generosity both strange and unexpected, all our wishes. We were the victims of a hospitality which I did not believe had an existence out of America, and the pleased recipients of a generosity which does not often fall to the lot of navy officers anywhere; princely presents from the Emperor to the commanding officers, and souvenirs to all.

I received at this place through the Russian minister of marine, Admiral Crabbe, a communication by telegram announcing the regrets of the Grand Duke Constantine at not having had the pleasure of receiving the American officers personally, wishing us "a happy return and continuation of friendship," and some other remarks complimentary and gratifying to me.

Other communications passed between Admiral Crabbe and myself, copies of which will be supplementary. To this distinguished officer we are indebted for most of the pleasant days we passed in Russia; to him and Rear Admirals Lessoffsky and Gorkovenoff the officers are specially under obligations for considerate and kind personal attentions. I should properly include in this expression of our gratitude the High Admiral Nerssilksley, then governor of Cronstadt,

now a councillor of the empire ; his age, high rank, and heroic career, rendering his attentions particularly flattering.

Rear Admiral Gorkovenoff, to whom we are indebted for unremitted personal attentions, has charge of the hydrography and coast survey, which in Russia, and I believe in all maritime countries, is a part of the navy ; he is also the intimate friend of the Grand Duke Constantine, and a great favorite with all the imperial family. I for one certainly feel under a load of obligations to him for his personal kindness while he was my travelling companion into the interior. He has been in the United States, and contemplates an official visit to our navy yards very soon.

A list of officers specially assigned by Admiral Crabbe for attendants and companions to the American officers whilst in Russia will be found in the supplement ; they all or nearly all spoke English, and were untiring in their efforts to anticipate our wants and make everything agreeable. They succeeded, and the officers will ever retain a grateful and pleasurable recollection of their professional visit to Russia.

It would be difficult to express an idea calculated to do justice to the cordial, social, and very friendly way with which the authorities and people of Stockholm welcomed us when we arrived, and the hospitality which they lavished upon us whilst we remained.

The festivities with which the occasion of our visit to Sweden was honored were—

1st. A water party by the Swedish naval officers, headed by Admiral Lilleyhook, when all the officers that could be spared from duty visited the castle of "Stocklosks," some 70 miles up the river. This castle is famous as containing many trophies of the thirty years' war.

2d. Entertainment of the American Minister Campbell to Mr. Fox, the officers, and foreign legations.

3d. Dinner by his Majesty King Carl, at which the royal family and Prince Oscar, American minister, Mr. Fox, and the officers and ladies of the household and state were entertained.

4th. Dinner at Count Platin's.

5th. Entertainment at the palace of Drottingholm by the Queen Dowager, the King and royal family being present. The King and Prince Oscar gave us much of their personal time, and the King devoted to our use his barges and carriages. A gunboat accompanied us fifty miles when we left.

I reported our safe arrival at Kiel on the 1st of October, 1866. We found here a great number of the Prussian ships of war, and an entire station, Admiral Jackman in command ; we were received very hospitably by the officers, and Prince Adalbert, who came from Berlin to visit us. Mr. Fox left us at Kiel.

We sailed on the 3d, Prince Adalbert and Admiral Jackman accompanying us down the harbor and returning in their own flag-ships and the Coles turreted ship, which also had been with us.

On the 6th, in compliance with the spirit of your instructions, we arrived at Hamburg ; here we remained a week and experienced the full flood of that tide of visitors to the "monitor" which had been increasing ever since we left the United States ; it was very trying to the officers, and to some extent corrupting to the crew.

The merchants of Hamburg gave the officers a public dinner, which went off very well—somewhat in New York style. This dinner was intended to express their appreciation of the kindness, patience, and politeness of the officers in permitting the citizens of their great city to gratify their curiosity in all that concerned the monitor, in which they felt much interest.

I had the honor to report to you from Hamburg under date of October 6, 1866, (Nos. 33 and 34,) acknowledging receipt of commission as captain in the United States navy, and notifying you of our proceedings.

Rear-Admiral Popoff, of the Russian navy, arrived from St. Petersburg with letters from Admiral Crabbe requesting that he and his staff be allowed to make a short voyage in the monitor. I put him on board the monitor at the mouth of the Elbe on the evening of the 15th, and we went to sea in heavy weather.

On the 18th we arrived at Cherbourg, Admiral Popoff being delighted with his trip and the performance of the monitor.

At Cherbourg we became merged in the European squadron.

On the 30th of April, upon receiving orders from Rear Admiral Goldsborough, we sailed for our present anchorage, having visited whilst we formed part of the European squadron the following ports, in the order named :

Brest, Lisbon, Cadiz, Gibraltar, Malaga, Carthage, Barcelona, Marseilles, Toulon, Mahon, Genoa, Spezzia, Leghorn, Civita Vecchia, and Naples.

At Toulon we had the misfortune to lose one of our officers, Commander J. C. Cornwell, who died suddenly on the 12th of February. He had been a gallant and faithful officer during the late rebellion, and the tardy recognition of his services in the shape of promotion had but recently reached him ; he was a good officer and genial companion, and his loss was much deplored.

Here, with the authority of the commander-in-chief, we purchased for the use of the monitor " Rouquayrol and Denayrouze's patent diving apparatus," which saved the expense of docking, and may serve a like purpose again and again. The use of it was very simple and was soon familiar to the Miantonomoh.

At Port Mahon, by order of the admiral, we transferred all the volunteer line officers to the storeship Guard for a passage to the United States, their places, as far as practicable, being filled by the superabundance of the flag and otherships.

At Leghorn the officers were permitted freely to visit Florence, and at Civita Vecchia, Rome.

On the 8th of May we arrived at Gibraltar, and on the 14th I addressed a letter to you in relation to our future movements, as follows :

No. 4.]

UNITED STATES STEAMER AUGUSTA, (3D RATE,)

Gibraltar, May 14, 1867.

SIR : I have the honor to report that this ship and the monitor *Miantonomoh*, which arrived here on the 8th instant, will sail to-morrow for Philadelphia, the route as far as island of Barbadoes, West Indies, being that selected by the department, and embodied in my sailing instructions from Rear-Admiral Goldsborough.

The port in the Cape de Verdes to which the anthracite coal has been despatched is not stated ; we shall consequently make the weatherly one, Porto Grande, as from its superior harbor I suppose it to be the destination which would be selected.

Unless delayed by accident, and I do not apprehend any, these vessels will be in Barbadoes by the 20th of June, and ready for next port by the 25th. The propriety of stopping at any other island south of Nassau, New Providence, will then be considered, and the decision depend in a great degree upon the information within our reach regarding their healthfulness.

In passing through the smooth water to the leeward of the Windward islands, and through the Mona passage, en route to Nassau, the monitor could be assisted with a tow-line, and her fuel spared for the rougher weather north, the economy in coal compensating for the loss in time. Once at Nassau the difficulty, if there is any, is over. In case I decide on that route we shall be due in Nassau by the 5th of July.

Very respectfully, your obedient servant,

A. MURRAY,

Captain and Senior Officer present.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

The following letter addressed to Rear-Admiral Goldsborough explains some matters which may be interesting to the department, and fills up the narrative of our return cruise as far as Gibraltar :

UNITED STATES STEAMER AUGUSTA,
Gibraltar, May 14, 1867.

ADMIRAL : I have the honor to report my arrival at this port on the evening of the 8th instant. We encountered heavy weather from the westward when off the southern part of Sardinia ; rather than exhaust the monitor's coal, I anchored under the lee of Point Calonne, island of San Pietro, which made an excellent harbor during westerly winds.

We arrived at Port Mahon on the 5th, and anchored off the town in obedience to the direction of the boarding officer, who informed me that there was no quarantine. After we had been anchored about an hour a boat from the acting governor ordered us into quarantine, alleging that we had violated a regulation requiring the Spanish consul's *visa* from ports visited ; the port alluded to being a little village some miles from Point Calonne, (Carlo fort,) a place we had no communication with. I looked upon it as a pretext, and with the advice of Mr. Robinson, the consul, I declined to remain.

We towed the monitor here most of the way with perfect ease, at the rate of six and a half knots an hour, (uncoupling her propellers,) the economy of fuel being very considerable, about one ton per hour.

The authorities of Gibraltar have extended to us with great promptitude the hospitalities and services which we looked for in Port Mahon. Our "coal racks" are up and the vessels are coaled, and in other respects are ready for service to-morrow ; wind and weather permitting, we sail in continuation of your instructions of the 30th ultimo.

With many thanks, Admiral, for the considerate manner in which you have exercised your authority over us whilst we have made a part of your squadron, and the hope that we may soon meet again on our own blessed soil,

I remain, very respectfully, your obedient servant,

A. MURRAY, *Captain.*

Rear Admiral L. M. GOLDSBOROUGH,
Commanding United States European Squadron.

Having made every preparation on board the monitor commensurate with the undertaking before us, we sailed from Gibraltar on the 15th, touching at Santa Cruz, Teneriffe, on the 19th, where we remained three days, and arriving at Porto Grande, Cape de Verdes, on the 27th. We were disappointed in not finding a supply of hard coal here, and on the 5th of June, leaving the monitor at Porto Grande, I proceeded in the Augusta to Porto Praya, for reasons stated to you in my despatch (No. 8) of June 3, 1867, as follows :

UNITED STATES STEAMER AUGUSTA,
Porto Grande, St. Vincent, Cape de Verdes, June 3, 1867.

SIR : I have the honor to report the arrival of this ship and the Miantonomoh at this place on the 27th ultimo. The health of both ships is good. There has been no arrival of anthracite coal as we were led to expect, and we wait on the supposition that we are too early.

In case of there being no arrival of hard coal for the monitor's use either here, where it should come, or Porto Praya, where it might go, it is my intention to load up with soft coal, of which I find plenty, and trusting to that, our tow-line, and trade winds, make for Barbadoes in furtherance of instructions. This movement, however, will not be inaugurated before the 15th, leaving ample time for the arrival of a coal vessel if one has been despatched.

Of course I shall not leave without making some arrangement (in case the

department has not foreseen that contingency) for the discharge of a vessel arriving after our departure, and the safety of the coal.

Very respectfully, your obedient servant,

A. MURRAY,

Captain and Senior Officer present.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

On the 7th of June I returned and found the coal schooner Freddy Porter had arrived in our absence; we immediately set to work and on the 12th discharged her and immediately sailed.

For interesting matter in connection with this harbor see supplement. Porto Grande, in my opinion, should be the seat of our consulate; it is very healthy, and article 196 of "Rules and Regulations for the Navy," in regard to visiting the shore after sundown, might be modified.

The recrossing of the Atlantic was accomplished under the most favorable circumstances as regards weather, but the monitor, in consequence of a foul bottom, did not behave so well, her average speed being but six and a half knots instead of seven, which we made during the run from St. John's to Queenstown; she was also a greater part of the time aided by our tow-line, say nineteen hundred miles. We arrived in Barbadoes on the 25th at 7 p. m., being thirteen days and two hours.

She left Porto Grande with four hundred and seventeen tons of coal in bunkers and racks, (upwards of one hundred tons in racks;) these racks are still on her and would answer for any other monitor going on a long voyage. When she arrived in Barbadoes she had sixty-nine tons of coal on board, making a total expenditure of three hundred and forty-eight tons, or twenty-four tons a day, besides the advantages of wind and current; she also improvised sails with her awnings and boat sails.

I had the honor, under date of June 26, 1867, (No. 7,) to report to you our arrival at Barbadoes, intrusting the communication to Commodore Bissell of the Monongahela, who happened to be in port and about to sail for St. Thomas when we arrived.

The coaling process is slow at Barbadoes, and we did not get off until midnight of the 2d of July, instead of the 1st, as I expected. We carried out the programme I had notified you of to the letter, the question of time only being at fault. We arrived at Nassau on the 10th of July instead of the 5th, as I expected. The fourth of July for the second time this cruise was celebrated by us; on this occasion we were in the Caribbean Sea, latitude 15° 20' 51" north, longitude 63° 36' 36" west, weather pleasant, wind fair. We were dressed with flags all day, and at meridian fired a national salute, the monitor joining with her signal gun.

At Nassau we also found the coaling slow, which, with some little repairs, detained us till the 16th. From Nassau we took the direct route via Abaco; at 10 p. m. we passed "Elbow" or Man-of-war cay—there is a fine light on this dangerous cay—(latitude 26° 33' 30" north, longitude 78° 56' 30" west, 123 feet above the sea, a fixed light, visible 14 $\frac{7}{10}$ miles.) I do not find it upon any of the charts in our possession; it has been in operation for two years. I concluded, however, as we have been absent most of the time, that the alteration has been effected; it is in case not, that I respectfully make these remarks.

We had fine weather, and, with the exception of one day, favorable winds, from this to the Delaware. Indeed we have been so much favored of late by wind and weather that it is worthy of remark. From Naples to Philadelphia, a distance of seven thousand five hundred miles, we have only in two instances encountered head winds, viz: the second day out of Naples, and the day before we arrived in the Delaware.

We sighted Hatteras light on the 20th, and on the morning of the 22d I had the honor to report by telegram from the breakwater. At 6 p. m. we anchored off the navy yard, Philadelphia, the crews of both ships being in excellent health, and the vessels themselves in such a condition as to be readily enabled to repeat the service just performed.

I am, very respectfully, your obedient servant,

A. MURRAY, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Abstract of the cruise of the United States ships Augusta and Miantonomoh, ending July, 1867.

Date of departure.	Arrival.	Distance.
Washington, April 19, 1866.....	New York, April 23, 1866.....	440 miles.
New York, May 6, 1866.....	Halifax, May 10, 1866.....	570 miles.
Halifax, May 18, 1866.....	St. John, May 24, 1866.....	575 miles.
St. John, June 5, 1866.....	Queenstown, June 16, 1866.....	1, 860 miles.
Queenstown, June 21, 1866.....	Portsmouth, June 23, 1866.....	410 miles.
Portsmouth, July 7, 1866.....	Sheerness, July 8, 1866.....	165 miles.
Sheerness, July 16, 1866.....	Copenhagen, July 22, 1866.....	780 miles.
Copenhagen, July 31, 1866.....	Helsingfors, August 3, 1866.....	520 miles.
Helsingfors, August 5, 1866.....	Cronstadt, August 6, 1866.....	190 miles.
Cronstadt, September 15, 1866.....	Stockholm, September 19, 1866.....	480 miles.
Stockholm, September 27, 1866.....	Kiel, September 29, 1866.....	460 miles.
Kiel, October 3, 1866.....	Hamburg, October 6, 1866.....	540 miles.
Hamburg, October 15, 1866.....	Cherbourg, October 18, 1866.....	560 miles.
Cherbourg, October 25, 1866.....	Brest, October 26, 1866.....	210 miles.
Brest, October 29, 1866.....	Lisbon, November 2, 1866.....	645 miles.
Lisbon, December 5, 1866.....	Cadiz, December 7, 1866.....	238 miles.
Cadiz, December 14, 1866.....	Gibraltar, December 14, 1866.....	60 miles.
Gibraltar, December 23, 1866.....	Malaga, December 24, 1866.....	65 miles.
Malaga, January 3, 1867.....	Carthage, January 4, 1867.....	190 miles.
Carthage, January 7, 1867.....	Barcelona, January 8, 1867.....	270 miles.
Barcelona, January 15, 1867.....	Marseilles, January 17, 1867.....	180 miles.
Marseilles, January 25, 1867.....	Toulon, January 25, 1867.....	30 miles.
Toulon, March 3, 1867.....	Marseilles, March 3, 1867.....	30 miles.
Marseilles, March 7, 1867.....	Port Mahon, March 8, 1867.....	190 miles.
Port Mahon, March 26, 1867.....	Genoa, March 28, 1867.....	360 miles.
Genoa, March 30, 1867.....	Spezia, March 31, 1867.....	60 miles.
Spezia, April 2, 1867.....	Leghorn, April 2, 1867.....	45 miles.
Leghorn, April 11, 1867.....	Civita Vecchia, April 12, 1867.....	200 miles.
Civita Vecchia, April 18, 1867.....	Naples, April 19, 1867.....	90 miles.
Naples, April 30, 1867.....	Port Mahon, May 5, 1867.....	490 miles.
Port Mahon, May 5, 1867.....	Gibraltar, May 9, 1867.....	520 miles.
Gibraltar, May 15, 1867.....	Santa Cruz, May 19, 1867.....	760 miles.
Santa Cruz, May 22, 1867.....	Porto Grande, May 27, 1867.....	810 miles.
Porto Grande, June 5, 1867.....	Porto Praya, June 6, 1867.....	157 miles.
Porto Praya, June 6, 1867.....	Porto Grande, June 7, 1867.....	157 miles.
Porto Grande, June 12, 1867.....	Barbadoes, June 25, 1867.....	2, 100 miles.
Barbadoes, July 2, 1867.....	Nassau, July 10, 1867.....	1, 400 miles.
Nassau, July 17, 1867.....	Philadelphia, July —, 1867.....	960 miles.
Total.....		17,767 miles.

NAVAL ACADEMY.

REPORT OF THE SUPERINTENDENT.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., July 1, 1867.

SIR: I have the honor to lay before you my annual report concerning the operations at the Naval Academy for the term ending June 20, 1867.

There were one hundred and sixty-five (165) candidates offered for examination in July, 1866. Of these eight were rejected by the medical board, forty-eight by the academic board, seven were recommended for re-examination, eight left during the examination, three were withdrawn, and ninety-one admitted to the academy.

In September, 1866, of the candidates for admission three were rejected by the medical board, twenty-five were rejected by the academic board, and thirty-eight were admitted to the academy, making the whole number admitted during the academic year 1866-'67 one hundred and twenty-nine.

Of the candidates who offered themselves, it will be perceived that ninety-five failed to obtain admission to the academy from various causes.

The failure of so large a number was due to their total want of preparation, and even among those who entered there were many who barely passed, and in whose cases the academic board felt no assurance that they could complete the course.

I am of opinion that the parents and guardians of candidates cannot fail to comprehend from the regulations what the requirements are for admission, and if under these circumstances they send boys here so totally unfitted to perform the course required of them, they have only to blame themselves for any inconvenience to which they may be subjected.

When the government gives a young man an education, such as he can obtain nowhere else, an income to support him four or five years while he is pursuing his studies, and an honorable profession at the end of his academic term, it is as little as can be expected that the candidates should come here prepared in the few elementary principles which can be learned at any common school in the United States, and which are within the reach of any mechanic.

Even some of those candidates who have been selected after passing a competitive examination elsewhere have failed at the first term examination here. It is with the hope of avoiding the inconvenience that parents and guardians are subjected to that I allude to this subject and point out the remedy.

In the first place parents and guardians and the commanders of apprenticeships should inform themselves fully with regard to the regulations, and not assume that they will not be carried out to the letter.

The academic board has no discretion granted it. The members endeavor to confine themselves to the strict letter of the law. There are cases where candidates show more than ordinary talent, and would in the opinion of the board make good scholars and competent officers; but being wholly unprepared, the board could not conscientiously account for their written papers if called upon by the department to do so. Consequently, to avoid complications they confined themselves strictly to their instructions.

I estimate that the parents and guardians of those candidates who fail are subjected to an expense of five thousand dollars annually, to say nothing of the unpleasant feelings experienced at the rejection of their sons. This might be avoided by a careful study of the regulations, which are so explicit as to leave no room for doubt.

The standard of admission to this institution has been placed so low that any boy of moderate ability with a little diligence could pass the examination. In this respect our government has shown more liberality than any other that has a naval school. In the French navy a candidate for a cadetship has to learn at the polytechnic schools what the midshipmen here only know when they leave the academy; that is, they know the elementary branches, and besides these, algebra, trigonometry, descriptive and analytical geometry, astronomy, and navigation, integral calculus, drawing, &c., while with us the requirements are merely nominal. By our system we must either obtain an inferior order of talent, or reject one-half of the candidates sent here.

The common schools of the United States have the reputation of being the best in the world, and in no country is education more widely diffused. The conclusion, then, that one would come to is that proper attention is not paid to preparing candidates for admission before they come here, and it is not the exactions of the department that cause their rejection.

A great improvement has been made this year in the office of storekeeper by the appointment of a paymaster in the navy to perform that duty. A proper system has in the first place been established, by which there is complete responsibility on all sides.

It is no longer the custom to encourage midshipmen to run in debt as heretofore, and under no circumstances can any one draw a single article from the paymaster without the superintendent's approval. The price of clothing has been diminished twenty per cent., and articles of a much better quality are now provided. The result will be that the midshipmen will be much better clad, and will be enabled to save enough to give them a good outfit when they leave the academy. I beg leave to recommend that two dollars more per month be reserved from the midshipmen's pay for the purpose of purchasing at the end of the course an octant or sextant, and a silver comparing watch, articles with which every officer should be provided. This can be done without in the least interfering with other necessary matters.

A good paymaster, as storekeeper, will always be an important addition to this institution, and I think it indispensable that he should be provided with quarters inside the grounds. The difficulty in procuring board in Annapolis is very great, and it is, when procured, not often of a kind to suit officers of the navy. The distances from the academy are also great, and there are no vehicles in common use to get from place to place. Hence much of the storekeeper's time is taken up in going from the academy to the boarding-house for meals. I would therefore recommend that a house for the storekeeper be erected out of the unexpended appropriations of the year 1866-'67.

I am happy to be able to report an improvement in the progress of the midshipmen in theoretical and practical exercises, and hope at the end of another year to be able to report a still further advancement, as I am not yet satisfied that the midshipmen do as well as they can. The practical exercises this year have been good. The theoretical studies have, I think, been as well prosecuted as during any preceding year, if not better. There seems to be a growing tendency to excel in all the exercises; and even now, to the uninitiated, everything appears to be done in the best manner. I early adopted the plan of putting the new midshipmen through practical exercises on shipboard with yards and sails, and in knotting, splicing and strapping blocks. The first year the midshipmen seemed to take much interest in these exercises, and a great spirit of emulation grew up among them, but finding that they gained nothing by it

beyond the monthly report of excellence, I think they have since fallen off somewhat, or at least do not exhibit as much zeal. I am sure that this is owing to the fact that they receive no *multiple* for their performances, and I would recommend that twenty be the highest multiple allowed to members of the fourth class who excel in seamanship.

Naval construction is now taught here to some extent, and the studies in that branch will gradually reach a higher standard. This will occur as a taste for this most interesting study increases among the midshipmen, with the means placed at their command. All studies, be they important or not, require a stimulus in some shape, and I recommend that a multiple of thirty as a maximum be given to those who excel in the study of naval construction. This will finally come to be one of the most important studies at the academy, as well as the most attractive, and I hope the time is not distant when the navy will furnish its own constructors from officers educated at the Naval Academy. We have now the means of educating officers in this branch of the profession, and the naval instructors are becoming proficient in the science by teaching those under them, thus proving that this academy is not only beneficial to the youth who come here as midshipmen, but doubly so to those who have gone through the course and come here again to instruct others.

The advantage of this system of education must be manifest to every one, and it is to be hoped that officers of talent may be encouraged to come here to instruct others and be instructed themselves; for knowledge is open to all.

STEAM DEPARTMENT.

Since the steam engine has been erected at the academy, I think the midshipmen have derived much benefit from seeing it daily at work. They have certainly gained more knowledge than they would have done in a summer's cruise in a steamer, to say nothing of the saving of expense. We had here formerly three steamers, the "Saco," "Marblehead," and "Winnepeg," which vessels had to be taken care of in the winter at an expense of five or six thousand dollars, and their cost in the summer months amounted to \$146,000 more, making a total cost of \$150,000 per annum; this is now saved.

No better plan could be devised for the instruction of midshipmen in steam than the one adopted at the academy.

There is every facility for giving the students a thorough knowledge of engine-driving, repairing, and theory of steam, which is all that is actually requisite for an officer to know: the construction and planning of engines belongs to another branch of the service.

I think great care should be taken not to lose sight of the original design in erecting this steam engine and department, which was for the instruction of midshipmen and to teach merely the manipulation of the machinery, and all the practical and theoretical knowledge necessary to run it and keep it in order.

I think more attention should be given to this particular subject, which will be done the coming term.

It has been the endeavor to make the steam department not only useful as regards instruction, but also as regards repairs. I directed that an account should be kept of all the work done, to show the small expense of running the steam department, and to compare it with the old system. We have repeatedly, as the books will show, repaired the machinery of our steamers stationed here, when without this shop the vessels would necessarily have gone to some navy yard.

The iron-clad *Tonawanda* came here to lay up, or be used for the instructing of the midshipmen. She was much out of repair when she arrived here. Her turrets were disabled, and only one engine could be used. All the defects were repaired by the steam department here. The vessel is now in perfect order throughout, and is ready to go into action as soon as steam can be got up.

The engineer class has been exercised with tools, and in some instances their work has been made available for the government, saving the employment of additional mechanics. A few of the midshipmen have made use of the tools, and shown a skill and proficiency rather creditable to them, but these instances are rare.

The expense of keeping up the steam building per term is: for coal, \$378; for attendants, machinists, &c., \$8,700; total, \$9,078. The total amount of work done for the government in the last year amounts to \$5,035, leaving the actual expense to the government \$4,043; the difference between this and the old system of steamers is a saving of \$145,000. This amount will be less next year, as we have had to make a number of tools and go into expenses this term that will not be necessary hereafter.

I would beg leave to state that with the class of engine used at the academy, on board a steamer in commission, with fire in two boilers for the same length of time, viz., ninety-two days, the probable expenditure of coal would have been 736 tons, which at the same value gives \$5,888, thus making a saving in coal of \$5,456 due to conducting practical steam exercises in the steam building, instead of keeping a naval steamer here for this purpose.

The 36x36 marine engines of the Swatara class put up in our steam building have been in operation almost daily since their erection, and have run continuously for 403 hours, and absorbing the work done by these engines by means of friction brakes have at times developed 265 horse power. At no time have they failed to perform satisfactorily, are now in excellent condition, and have not and do not require repairs. These engines are in excellent order: first, owing to their fine material and workmanship; second, the care exercised in their erection and adjustment, and management while under steam, and care exercised at all times, by intelligent engineers, to keep them in good working order.

The rest of the machinery has been in constant use during the past year, and considering it was second-hand, is in good order. It originally required much repairing.

In order to make the steam department complete for the purpose intended, we require the following: A small smith shop; a set of working models of marine machinery of various types; models of steam pumps, machine tools, and other machinery used for constructive purposes; a library of engineering works; a collection of drawings of marine engines used in our navy; a set of drawings of our navy yards, machine shops, and foundries; a large collection of metals, coals, ores, and other minerals, as specimens.

For these little matters of models, tools, &c., there is an ample appropriation, which will be drawn upon this year.

Since last term great improvements have been made in the seamanship department.

Owing to the vacating of rooms in the mess-hall building by the steam department, we have been enabled to obtain more space. In this I have been collecting a number of valuable models sent to me from the different yards, through the kindness of the chief of the Bureau of Construction. These amount to about eighty in all, and more are expected.

They include every model ever used in the navy in former times, and nearly all of the new models of clipper steamers, iron-clads, monitors, &c., showing the peculiar kinds of construction adopted at different times. Naval construction is taught in the seamanship department, and here the attention of midshipmen can be drawn to any errors in the art of ship-building or modelling, and their minds become familiarized with what should constitute a perfect vessel of war. The rules laid down by eminent men can be applied to the various kinds of vessels lately constructed, and to those built years ago, to see which suit better for purposes of war.

Besides models of all our vessels, there are purchases of every kind—all the blocks and thimbles used in the navy; wire and rope rigging of various sizes; ships full-rigged, at anchor and under sail; models of ships showing the manner of getting in masts; shears as used at different navy yards, with purchases rigged; models used by the rebels as rams and clippers. In fact, we have introduced everything in any way bearing on the profession of seamanship, and hope next year to make still further additions.

We have made considerable advance in practical seamanship, yet not so much as I could desire. The winter has been unusually severe, and so cold that only for a short period could practical exercises be successfully carried on. These consisted in sending up and down yards and masts, stripping ship, getting in and out bowsprit, sending tops up and down, and fitting standing rigging.

The exercises in sails have been few, owing to the weather, and the sails of the Macedonian having to be sent to Washington for repairs. It is to be hoped that the midshipmen will be instructed during the summer's cruise in those parts of practical seamanship in which I considered them deficient before they sailed.

On the whole, there has been an improvement in the seamanship department, and a desire evinced by the officers acting as instructors to make this branch occupy, as it should, the first position in this institution.

The gunnery department has been provided with almost everything needed in the study of gunnery, and there is not now the smallest article used in that branch of the naval profession that is not to be found among the collection in the department. Indeed, the articles are too numerous for the space allowed them, but I hope to remedy this by converting two rooms into one.

Among the articles alluded to is a complete set of small iron and brass guns, representing every calibre used in the navy, with all the equipments complete. There are all the different kinds of torpedoes used by us and by the rebels during the rebellion, and the various kinds of apparatus used to ignite them.

Here are to be found all the instruments for testing guns, drawings of ballistic pendulums, chronoscope, machine for testing the velocity of shot, plans of field works "in alto," all kinds of shells and fuzes cut in half to show the interior arrangement, different kinds of powder used in the navy, and, in fact, everything that can be thought of to promote the study of gunnery.

For all of these we are much indebted to the chief of the Bureau of Ordnance, who has manifested a lively interest in all that relates to ordnance matters.

There has been a very rapid improvement in all the branches of this department, and by the end of the next term I am confident that the excellence of the instruction will be felt by every midshipman who is taught gunnery.

Great progress has been made in firing at targets since the conversion of the United States steamer Santee into a place for practice and exercises. There is no ship afloat that can be more rapidly prepared for battle, or where there is more completeness in all the details, than the Santee. In one minute and fifty seconds the ship can be got ready for action in all the departments, and the management of the guns and precision of fire is admirable.

This is the second branch in point of importance in the naval profession, and should have a higher standard in the list of studies.

The drill in infantry tactics is well conducted, and I think the midshipmen will compare favorably with any military corps in the country.

The howitzer drill of twenty-four guns is perfect of its kind, and if kept up in its present style nothing more could be desired. Altogether, this department is in a high state of efficiency, though there are yet wanting a few things to instruct midshipmen in important matters relating to ordnance.

The school-ships Macedonian, Savannah, and Dale sailed on the 12th of June for a cruise to Cherbourg, Portsmouth, and Brest. The Macedonian had on board one hundred and eleven midshipmen, the Savannah one hundred and twenty-four, and the Dale forty three. The Savannah and Dale have been

thoroughly repaired and fitted for the cruise, and the Macedonian has been docked and put in good order.

We have now a cheap practice squadron, compared to the one—composed of steamers and sailing vessels combined—that we had last year.

The cost of the steamers then used for three months amounted to a large sum, without, in my opinion, benefiting the midshipmen in proportion to the cost, and creating great confusion in changing them from ship to ship and breaking up the spirit of emulation that would exist where they were kept on board one vessel during the entire cruise.

The present system gives the officers in command an opportunity of showing their capacity in instructing midshipmen in seamanship, and at the end of the cruise, when the vessels are inspected and exercised together, it can be seen which set of midshipmen have been benefited most during their absence from the academy.

As I have said in a previous report, seamanship in all its branches is the most important thing for a naval officer to know, and without it all other naval knowledge is of little avail. I would then, while professing these opinions, recommend that the present system of sailing vessels be continued, and that steam and sails be not combined during a summer's cruise.

I recommend, when the number of midshipmen at the academy is reduced, that a smaller vessel than the Savannah be put in her place. She is rather large for the service required. A ship like the Portsmouth would be much better adapted for the duty.

The department of natural and experimental philosophy, although possessing some good instruments, is not provided with a building to do credit to the subject. The experiments to illustrate the studies are most necessary, but I think the building, apparatus, and other appliances are totally inadequate to carry on the instruction as it should be, and there should be a separate building of a proper character in which to conduct the duties of this department.

I beg leave to call your attention again to the subject of quarters for officers. There are now over thirty officers of the different branches of the service living out in the town, where they have much difficulty in obtaining accommodations. It would add much to the discipline of the academy if they could live inside, and would conduce more to their own comfort and contentment. The small sum of fifty thousand dollars, asked for last year, would go far towards providing for a majority of cases. Two small houses have been built this year, at an expense of eight thousand dollars, viz., four thousand each; and they are all that could be desired for an officer—small and comfortable, easily furnished and heated, and well suited for the purpose. Fifty thousand dollars would, at the present time, build ten more of the same kind, including the fitting. We have ground for such an improvement near those already built.

I would also beg leave to call your attention to the inadequate hospital arrangements, which have been noticed by every board of visitors to the institution. The hospital will only accommodate twelve sick persons, with two patients in a room, which I do not consider a humane arrangement. If an epidemic of any kind should occur, the academy would necessarily be broken up for want of accommodations for the sick. As it is, there is much inconvenience and annoyance in attending sick midshipmen in their own rooms, which frequently happens for want of hospital accommodations.

It has been my endeavor to promote the amusement of the midshipmen within the grounds, so that they would have no desire to go outside the academy limits. I am pleased to say that my efforts in this direction have met with great success, (at least in my opinion,) and there seems to be but little disposition to go outside the walls to seek amusement, or to indulge in vicious habits. There have been so few cases, where any evil indulgences have come to my notice, that I like to think there is very little wrong done when the midshipmen are

not under the restraint of discipline. The young gentlemen are placed altogether on their honor not to violate certain regulations of the academy, and I believe they commit less wrong than any other equal number of young men in the country. I think there is a high sense of honor growing up among them. They are subjected to no espionage, and everything in reason has been done to make them happy and contented, and if they do not act honorably under the present system, it is scarcely worth while to expect it under any other. I feel satisfied myself that there is a great disposition on the part of the midshipmen to do what is proper, and make this institution a credit to all concerned.

It could scarcely be expected that there would be no exceptions to the rule among so large a number of young men, coming from so many different parts of the country, but there are not many exceptions to the general good character, and there have been no instances of very flagrant conduct, although several have been found deficient in respect to their behavior. I trust, for the sake of all concerned, that the amusements of all kinds, now existing here, may be extended, and that all reasonable manly sports may be introduced and encouraged. The good effect resulting from them is already apparent in the muscular development among the midshipmen, and their higher standing in their studies, which is a natural consequence of strengthening the body to sustain the mental faculties.

Nearly all the amusements are supported by private subscription, or outside aid of friends, whereas all proper means of cultivating manly sports should be provided for by appropriation.

The grounds of the academy are gradually becoming attractive, and all vestiges of the damage done to them by army occupation has disappeared. Over three thousand trees and shrubs have been set out, principally in the lower ground, which, before I filled it up, was quite swampy, and no doubt caused all the sickness of the first year. When these trees grow to a good size they will go far towards preventing sickness by breaking up and keeping off the malaria which is brought from the marshes on the opposite shore. I hope I may meet with encouragement in the further adornment of the grounds. It tends not only to promote health, but to make them attractive to those who spend their four years of hard study here, and who should leave with pleasant reminiscences of the place where they obtained their education. Twenty-five thousand dollars were appropriated in 1866-'67 for the purchase of land adjacent to the academy. I have, by your authority, purchased ten acres of land adjoining St. John's College, which we needed at once for the purpose of using the earth to fill up and grade the grounds purchased from the State of Maryland. The latter have been put in handsome order, and are a great addition to the academy.

The State of Maryland passed a law, at the last session of the legislature, authorizing me to have condemned such property as might be needed for the use of the academy, but I have, as yet, found no necessity to proceed with the condemnation. The owners of property have made reasonable offers, and seem willing to accede to our terms.

With the land we have purchased and the land of the gas company, of which we have the refusal, we shall have over two-thirds of the land we require. The remaining portion has on it a number of frame buildings and shanties, which require some time to look into their titles and to come to an agreement about their value; but I shall be able to state, before the December session of Congress, what the cost will be. The nineteen thousand dollars now remaining will not be sufficient to purchase more than a part of the grounds contiguous to the academy, and further appropriation will have to be asked for.

These grounds will have to be purchased sooner or later, and every day that the purchase is postponed only increases the value of the property and the demands of the owners.

I am happy to say that the health of the academy has been good during the year, and there has been no severe sickness among the midshipmen, owing to

the improvement in the grounds, and extension of the drainage, which is gradually going on.

I beg leave to state that the management of the different departments has met with my approval, and that the heads of departments have been assiduous in their endeavors to promote instruction and keep up discipline.

I have the honor to be, respectfully, your obedient servant,

DAVID D. PORTER,

Vice-Admiral, and Superintendent Naval Academy.

Hon GIBBON WELLES,

Secretary of the Navy, Washington, D. C.

REPORT OF THE BOARD OF VISITORS—1867.

UNITED STATES NAVAL ACADEMY,

Annapolis, Md., June 5, 1867.

The board of visitors appointed by the honorable Secretary of the Navy to witness the examinations at the Naval Academy in May, 1867, and to inquire into the state of its discipline and general management, met at Annapolis on the 20th, and commenced the duties assigned them, and continued until the examinations were completed and the several departments of the institution had been fully inspected. As each board of visitors, thus annually appointed, differs in composition from its predecessors, and embraces no continuity of service, it is compelled to rely upon its own investigations, and to report the actual condition of the academy when visited, without that fuller statement of its progress or decline which larger experience and a critical comparison with other visitations might afford. If, however, something is lost in this respect, much is gained by the advantage which freedom from commitment to any particular theories, or to any previously expressed opinions, affords to each board for the exercise of entire independence and impartiality in their criticism and judgment upon whatever subjects come under their observation or discussion. And in this connection we take great pleasure in saying that, while the superintendent and officers of the academy have, with eagerness and courtesy, extended every facility in opening to our view all its departments and details, and in furnishing the results of their experience and their opinions when desired, there has been no effort made to obscure, or to shield from censure, anything faulty in its administration or discipline. Indeed, if there be one characteristic of the institution more striking than another, we believe it may be found in the open, honest, and manly spirit which inspires both officers and pupils.

A proper estimate of the value and usefulness of such an institution as this will depend very much upon a right conception of the object to be obtained, and the necessity of the kind of means employed for securing it. The existence and maintenance of this institution, and of the Military Academy at West Point, themselves declare the public judgment that ordinary schools and colleges do not and cannot furnish the peculiar instruction and training which are required by the military and naval service. Nor is there anything at all singular in maintaining these schools for their special purpose, since we have always recognized the necessity and advantage of separate schools for instruction in law, medicine, and theology; and the increase of knowledge and the multiplication of educational facilities are also bringing into existence separate schools for the study of science and the arts. War is no longer the contest of brute force for the victory on land or sea, but among all civilized nations has been reduced to the three elements of science, aptitude, and skill.

It is to be remembered, however, that all these professional schools contemplate a large amount of previous study, and demand liberal attainments in their

candidates for admission. Nor does the Military Academy form a complete exception, since its members enter at maturer age than to the Naval Academy, and few of them can graduate before attaining their majority. The qualifications for admission are placed at a corresponding standard.

It is a well-settled fact that the naval service requires that those who shall become its officers shall be selected at the earliest practicable age, in early youth, while the mind is still impressible and plastic, and before the trusting and receptive period of childhood has wholly passed, and that they shall be immediately subjected to the studies, discipline, traditions, and associations of the service, so as to develop in them such complete taste and preference for as well as skill in their profession as shall secure the best results of well-trained natural endowment. This early selection precludes that maturity of preparation which is required in candidates for professional schools in general; but it is believed that the minimum age now established cannot be materially increased without impairing the final completeness of the professional education. The board are therefore of opinion that this should be recognized as an important and conclusive reason why the course of study in the Naval Academy should embrace so many branches of a good English education as are compatible with the always paramount and more absolute claims of professional study. The years spent here form so large a portion of the school period of one's life, shutting him out from other opportunities for instruction, that failure in this particular would run the hazard of limited and unbalanced development, instead of securing the symmetrical expansion and general culture which form the solid basis for responsible service. We are of opinion, however, that neither department of instruction need be neglected, but that, with more adequate preparation for admission, there is ample time, during the four years' study at the academy and the one year of sea service before the final graduation takes place, to accomplish all that is necessary or expedient in the academic education of midshipmen. The greatest obstacle to the complete success of the institution arises from the imperfect and insufficient preparation of so large a proportion of those who are sent here for admission, and the statistics of failure, (which have been heretofore elaborately collated,) both to enter and to sustain themselves after entering, show this evil to be of so grave a character that we respectfully present, with earnestness and prominence, the necessity, both that the standard of qualifications be raised and that it be adhered to. In view of the great privileges which the academy bestows, and of the small number of the youth of the country, compared to the whole, who can under any circumstances enjoy them, and of the more important consideration that to those who are here educated must be largely intrusted the honor and defence of the nation in future conflicts upon the seas, the government has a right to expect and, we think, ought to demand that no candidate shall be admitted to the academy who is not at least thoroughly instructed in reading, writing, arithmetic, English grammar, and history of the United States, so as to be able to commence immediately with algebra and the French language. These requirements do not exceed the qualifications for entering the ordinary high schools of the country, and are easily attained by boys of common intelligence at the age of fourteen years. How limited even these requirements are, will be seen in contrast with those adopted at the French Imperial Naval School at Brest, where the minimum age for admission is the same as at the Naval Academy, namely, fourteen years; and the maximum one year less than here, or seventeen years. There is required for admission into the French school a knowledge of arithmetic, algebra, geometry, plane trigonometry, applied mathematics, natural philosophy, chemistry, geography, the English language, and drawing. Much has heretofore been said and written in approval of selecting candidates by competitive examination, and could this be universally adopted, it would no doubt operate as a guarantee against absolute failure. But owing to the inconvenience of adopting this method in congress-

sional districts which cover large territory, the want of some uniform standard, and of equal competency on the part of local examiners, as well as the fact that these appointments form part of the political patronage of the country, there is little hope that the mode suggested will speedily, if ever, become general. Moreover, the records of the academy will show that from lack of qualified competitors, or from inaptitude or distaste for the service, candidates selected by competition have sometimes failed to exceed or even to reach the average of success in their respective classes. We are therefore of opinion that security against unfit candidates will soonest be found in the establishment of a proper standard of qualifications, and by making the decisions of the examining board at the academy final. We also recommend that, besides the medical and scholastic examiners, there shall be added two naval officers, especially to decide upon the apparent aptitude of candidates for the naval service. A boy may be physically qualified, and also be intelligent enough to learn all that is required at this institution, and yet lack the essentials to make a good officer. He may have no taste for the profession, or love for the sea; he may be of a nervous or timid temperament, both of which are detrimental to an officer; and he may possess other disqualifications, which would not properly come under the investigations of an examining or medical board.

We have given considerable attention to the course of study pursued at the academy in respect to the number and variety of the branches of which it is composed; their order of arrangement, and their relative valuation upon the rolls. While it is too full and varied for a portion of the pupils to learn thoroughly, it is easily accomplished by the others, and would be by all, if all were suitably prepared on entering; and we think it embraces no more than ought to be required of those who aspire to the privileges which the institution affords. It would not be expedient to lessen the amount of study to meet the deficiencies of the least competent pupils, but to insist upon better preparation. The division of the classes into sections for separate instruction, easily accommodates the course to the different grades of proficiency, the higher divisions being carried through the entire course and to the maximum attainment, and the lower divisions to the maximum required, and as far beyond as they are capable of going. The course of study has been somewhat modified during the past year. Descriptive and analytical geometry and calculus have been made elective studies; that is, not required as essential parts of the course, but are recommended for those who have ability to take them; and the same credits are assigned to them as heretofore in the department of mathematics. The study of astronomy has been reduced to the requirements of practical navigation, and physical geography, history, ethics, and political science are taught more in the form of lectures and less by text-books than before. We think it expedient that chemistry should be taught in the department of philosophy, except so much as relates to steam; that more attention should be paid to drawing, and that mechanical drawing shall be taught by a drawing master. We also think that French should be commenced with the fourth class, and Spanish with the third class; and that Spanish should be taught through the French, and that more time should be given to each.

The department of steam engineering has been greatly amplified during the past year, by the erection and equipment of a large building for illustrating this increasingly important branch of naval education.

In this department three classes of midshipmen are pursuing the study of steam, steam machinery, elementary mechanical drawing, chemistry as involving combustion and corrosion, and the elements of iron steamship construction, in all of which, at the examination witnessed, they exhibited commendable proficiency. The first class was also exercised in the running and management of the large gunboat engines erected in the building, and operated them successfully. No

more seems to have been aimed at in this department than to instruct the midshipmen in the general principles and management of the steam engine, so far as to enable them to understand its condition and use, and to afford them the necessary information to judge of the competency and fidelity of those who are more especially charged with the operations and control of the machinery of a naval steamer. The study of the higher branches of steam enginery, including the designing, construction and repair of engines, has not been attempted in the course of instruction for midshipmen. It having been found impossible to obtain cadet engineers under the law of 1864, a class of sixteen young men, graduates of well known scientific schools, were appointed acting third assistant engineers, and ordered to the academy to receive a two years' course of professional and practical instruction in mechanical engineering. The board was present at the examination of this class, and was impressed with the great theoretical and practical proficiency displayed. It having been proved practicable to induce a class of young men like those above mentioned, possessed of a thorough scientific education already obtained without expense to the government, to join the engineer corps, we are induced to recommend that small classes be formed annually in like manner. The relative value assigned to the different branches, we think, must be left for the most part in practical hands. Seamanship, gunnery, navigation, mathematics, and steam, must always be the leading studies pursued; and of these, seamanship must always be at the head; the equation of the others named, and of the subordinate branches, may be safely left to the superintendent and the academic board. We would, however, suggest that higher valuation and more prominence be given to gunnery than at present, and in this we believe we shall have their concurrence. The number of midshipmen in the academy will now gradually be reduced by operation of the act of Congress of March 2, 1867, to about one-half the present number, and it may then be expedient to carry forward the higher divisions of the several classes in some of the more important branches of study, or to afford facilities to individual members who possess genius and uncommon aptitude for any particular branch, to pursue its study beyond the limits of the ordinary course. We also think it will be found expedient, as changes occur in the academic staff, to fill all such places by appointment of naval officers; and that all officers of instruction, if found competent for their duties, shall be appointed for the term of four years, and that their respective terms of service shall be so arranged as to make the fewest simultaneous changes. The board, in whole or in part, have attended examinations of the several classes in the various studies of the academic course; and have also witnessed exercises in handling large guns on shipboard, including target practice, in reefing sails and stripping ship, in infantry and howitzer drill, fencing, signal practice, practical steam enginery, &c., and the result was generally very satisfactory, and in most cases eminently so.

The officers and instructors appear to be admirably qualified for their positions, and to be earnestly devoted to their work. We were gratified also to witness the alacrity, self-possession and intelligence of the midshipmen, as shown in the clearness, accuracy and promptness of the theoretical examinations, and in the ease, versatility, and endurance which they exhibited in manipulation and practice. The intercourse and relations of the officers and midshipmen appeared to be characterized by respect, confidence and courtesy, and all are animated by a zeal bordering upon enthusiasm in whatever is undertaken. Careful inquiry as to the moral tone of the academy, and the provisions for religious culture, assures us that these interests are sacredly guarded, and that Christian principles and sentiments are faithfully commended to the consciences and hearts of the young men. Many midshipmen acknowledge their appreciation of Christian obligations, and maintain their religious professions with honor and credit.

The general appearance of the academy is excellent; the new purchase, embracing the estate of the government house of the State of Maryland, has been

enclosed within the walls; simple and inexpensive but beautiful decorations in the items of shrubs, flowers, lawns, and fountains have been made under the direction of the superintendent, and good taste and good order render the surroundings of the academy healthy and attractive to the midshipmen, and go far, as we believe, to increase their contentment and to cultivate their love of the beautiful in art and nature. Our attention was called, by the superintendent, to the necessity of additional purchases of land for officers' quarters, a large number of the officers being still obliged to reside without the walls for want of accommodation within. Our attention was also called to the unsuitable and insecure quarters of some of the midshipmen, it having been necessary to provide temporary safeguards to prevent them from falling; and also to the necessity for a practical dentist attached to the academy, and a more commodious hospital in a location less subject to the confusion and disturbances incident to a naval station; which subjects are more fully elaborated and enforced in the report of the sanitary committee of this board, which is appended hereto. The board commend each of these subjects to the attention of the honorable Secretary of the Navy. We also call attention to the opportunity now offered to purchase at a low price a considerable farm lying beyond the grave-yard creek and easily put in communication with the academy. We also think that additional apparatus should be purchased for the department of natural and experimental philosophy; also that breech-loading muskets should be furnished in place of the old pattern now in use. The board has examined the mess-room, culinary department, laundry, bakery, &c., all of which are in a creditable condition. We have also looked into the commissary department and find that the food supplied is healthy, varied and abundant; not one complaint has reached us from any midshipman in respect to this or any other provision or point of discipline or instruction during the two weeks and more which we have spent at the academy. Sports and games of various kinds, such as howling, gymnastics, base-ball, boating, dancing, and the drama are provided or allowed, and even many of the practice exercises are so conducted as to render them recreative and refreshing. This wise and felicitous blending and alternation of duty with diversion, of labor with recreation, of confinement to study with vigorous exercise in the open air, is the end of desire and the perfection of discipline in this direction. It sends the glow of physical and mental health through this young family, in which is centred so much of the nation's hope, and purifies the atmosphere in which they dwell by causing the base and forbidden pleasures of appetite and indulgence to yield to the greater attractions of rational enjoyment.

The board takes great pleasure, also, in recording its appreciation of the hospitable and generous liberality with which it has been entertained while engaged in this interesting and pleasant duty. Every provision has been made for our convenience and comfort; our wishes have all been met, and our wants anticipated and abundantly supplied. We leave the institution not only impressed beyond expectation with its value to the country, with the completeness and thoroughness of its instructions and discipline, with the noble ambitions which it stimulates and sustains, but with most agreeable recollections of its personal comforts and social joys.

We should fail in one of our highest duties, as well as in one of our sincerest gratifications, if we neglected to congratulate the department, and through it the country, upon the eminent fitness of the superintendent of the academy for this commanding and responsible position. His remarkable energy, industry, and vitality spread like inspiration among both officers and pupils, rousing and impelling them with a kindred zeal and a common purpose.

If it be an opportunity rarely enjoyed to mould the character and train the hands of those who shall hereafter carry the flag of their country, as the representative of its power and protection, alike through the channels of peaceful commerce or through the perils of future wars and the glories of future triumphs,

it is equally rare that any country can call to this peerless task one who from his own experience can enforce his teachings with the splendors of historic achievement and challenge the aspiration of his pupils to no higher standard than his own example.

All of which is respectfully submitted.

G. F. PEARSON, *Rear-Admiral, and President of the Board.*

G. V. FOX, *New Hampshire.*

DAN'L B. RIDGELY, *Commodore United States Navy.*

ALEX. H. RICE, *Massachusetts.*

WM. A. DARLING, *New York.*

JNO. N. HAMBLETON, *Paymaster United States Navy.*

W. C. WHITTEMORE, *Connecticut.*

NINIAN PINKNEY, *Surgeon United States Navy.*

WM. SALTER, *Iowa.*

J. C. HOWELL, *Captain United States Navy.*

WM. ROBERTS, *Chief Engineer United States Navy.*

ESTIMATES—1868-'69.

SECRETARY'S OFFICE AND GENERAL SUMMARY.

Estimate of appropriations required for the office of the Secretary of the Navy for the fiscal year ending June 30, 1869.

SALARIES.

Secretary of the Navy, act of March 3, 1853, section 4, 10 Laws, page 212.....	\$8,000
Assistant Secretary of the Navy, act of March 2, 1865, section 4, 13 Laws, page 460..	3,500
Solicitor and naval judge advocate general, act of March 2, 1865, section 1, 13 Laws, page 468.....	3,500
Chief clerk, act of July 5, 1862, section 3, 12 Laws, page 510.....	2,200
One fourth-class clerk, (also as disbursing clerk,) act of July 5, 1862, section 3, 12 Laws, page 510.....	2,000
Six fourth-class clerks, two by act of March 14, 1864, section 6, pamphlet form, page 29, and four by act of March 2, 1865, section 1, 13 Laws, page 454.....	10,800
Five clerks of class three, act of July 5, 1862, section 3, 12 Laws, page 511.....	8,000
Six clerks of class two, three by act of July 5, 1862, section 3, 12 Laws, page 511, and three by act of February 25, 1863, section 2, 12 Laws, page 695.....	8,400
Seven clerks of class one, four by act of July 5, 1862, section 3, 12 Laws, page 511, and three by act of February 25, 1863, section 2, 12 Laws, page 695.....	8,400
One messenger, act of July 5, 1862, section 3, 12 Laws, page 511, and act of June 25, 1864, section 3, 12 Laws, page 160.....	1,000
One assistant messenger, per same acts.....	840
Three laborers, by same acts and act of March 2, 1865, section 1, 13 Laws, page 454.....	2,160
Submitted as addition to salary of chief clerk.....	400
Submitted as addition to salary of assistant messenger and one laborer.....	500
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	59,700

CONTINGENT.

Stationery, labor, newspapers, periodicals, and miscellaneous items.....	<u>\$5,000</u>
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Estimate of appropriations for the southwest executive building for the fiscal year ending June 30, 1869.

SALARIES.

One day watchman, act of July 5, 1862, section 3, 12 Laws, page 211, act of June 24, 1864, section 3, 13 Laws, page 160, and act of July 28, 1866, section 7.....	\$720
Four night watchmen, per same acts and act of February 25, 1863, section 2, 12 Laws, page 695, and act of July 28, 1866, section 7.....	2,880
Four ditto, per act of March 2, 1867, pamphlet edition, page 451.....	2,880
Two laborers, act of July 5, 1862, section 3, 12 Laws, page 211, &c., one at \$720, the other at \$432.....	1,152
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	7,632

CONTINGENT.

Labor, fuel, lights, and miscellaneous items.....	<u>\$7,500</u>
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Summary estimates for salaries and contingent for the Navy Department and bureaus, and southwest executive building, for the fiscal year ending June 30, 1869.

	Estimate for 1868-'69.	Appropriation for 1866-'67.
Secretary's office—		
Salaries.....	\$59,700	\$58,800
Contingent.....	5,000	5,000
Bureau of Yards and Docks—		
Salaries.....	17,040	16,240
Contingent.....	1,800	1,800
Bureau of Equipment and Recruiting—		
Salaries.....	16,920	14,920
Contingent.....	1,000	750
Bureau of Navigation—		
Salaries.....	12,229	10,220
Contingent.....	2,400	2,400
Bureau of Ordnance—		
Salaries.....	17,380	16,620
Contingent.....	1,300	1,300
Bureau of Construction and Repair—		
Salaries.....	18,220	17,820
Contingent.....	1,500	1,000
Bureau of Steam Engineering—		
Salaries.....	13,820	13,620
Contingent.....	1,500	2,500
Bureau of Provisions and Clothing—		
Salaries.....	22,520	22,120
Contingent.....	1,500	1,500
Bureau of Medicine and Surgery—		
Salaries.....	11,420	11,420
Contingent.....	800	800
Southwest executive building—		
Salaries.....	7,632	7,632
Contingent.....	7,500	7,500
Total.....	221,172	213,962

Summary statement of appropriations required for the navy and marine corps for the fiscal year ending June 30, 1869.

Objects.	Contingent of the Navy.	Bureau of Yards and Docks.	Bureau of Equipment and Recruiting.	Bureau of Navigation.	Bureau of Ordnance.	Bureau of Construction and Repair.	Bureau of Steam Engineering.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Marine corps.	Aggregates.
Pay of the navy.....		\$10,141,038 00	\$4,500,000	\$6,160,560 00							\$10,660,560 00
Navy yards.....		138,874 25									10,141,038 00
Pay of superintendents, &c.....			36,000		\$27,800 00	\$77,120	\$46,800	\$51,603 50	\$63,575		443,772 75
Coal, hemp, and equipments.....			3,000,000								3,000,000 00
Navigation and navigation supplies.....				312,850 00							312,850 00
Naval Academy.....				291,579 40							291,579 40
Naval Observatory and Nautical Almanac.....				46,570 00	2,077,372 00						46,570 00
Ordnance.....					264,963 75						2,077,372 00
Ordnance buildings and magazines.....						8,690,000					264,963 75
Maintenance of the navy.....							4,400,000				8,690,000 00
Steam machinery, tools, &c.....								3,400,000 00			4,400,000 00
Provisions and clothing.....									141,000		3,400,000 00
Hospitals and Naval Laboratory.....	\$100,000	1,232,500 00	500,000								141,000 00
Contingent.....											1,832,500 00
Marine corps.....									\$1,614,978 05		1,614,978 05
Total.....	100,000	11,512,412 25	8,036,000	6,811,559 40	2,370,135 75	8,767,120	4,446,800	3,451,603 50	204,575	1,614,978 05	47,317,183 95

BUREAU REPORTS.

BUREAU OF YARDS AND DOCKS.

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,

October 1, 1867.

SIR: Agreeably to your order of the 15th of August, 1867, I have the honor to submit a report of work performed at the several navy yards, with the expenditures thereon, for the past fiscal year, with estimates for improvements, repairs, and contingent expenses for the fiscal year ending June 30, 1869.

The amount estimated for the next fiscal year appears large; but when it is considered that nothing was appropriated for improvements for the present fiscal year, the sum total for all the yards and stations will not surprise you. Most of the objects asked for in this estimate were presented last year and rejected by Congress.

The immense expenditure for construction, repairs, and machinery performed outside of the yards during the rebellion has shown the necessity of more enlarged accommodations in our own establishments, where the work is more reliably done and with less expense.

Our principal navy yards are too circumscribed in area for the erection of large and expensive improvements, and it is to be regretted that Congress has not heretofore provided for this enlargement. Seavey's island has been added to the Portsmouth yard, which will afford extended accommodations for improvements at that station.

At Boston Congress has refused to grant appropriations for the purchase of important water front to that yard. We ask now for an appropriation to extend the yard for the purpose of making room for the erection of necessary buildings and abating a nuisance of a livery stable adjoining the yard.

At New York the purchase of the Ruggles property has been consummated by virtue of a joint resolution of Congress authorizing payment, without the consent of the legislature, that body having in two successive sessions failed to grant to the United States jurisdiction over the same, as requested.

No improvements have been estimated for at Philadelphia, for the reason that League island is under consideration for a naval station.

Washington as a manufacturing yard requires more room, and it is hoped appropriations will be granted to extend it.

Norfolk has been, and probably will again be, one of the most important naval stations in this country. It is presumed that this yard will be re-established, and it is hoped that appropriations will be granted to build it up as speedily as possible.

Pensacola, the only navy yard or depot in the Gulf, requires much outlay to re-establish it for the necessary accommodation of vessels in the Gulf.

Mare island is an important station, but the very high price of gold, in which supplies and labor are paid for, is a great drawback to improvements there, and renders payment embarrassing, as salaries there are appropriated in currency, and per-diem labor in coin, which at times causes complaints by the salaried employés, the disparity in payment being very large.

For report of the condition and expenditures at the different yards and stations, I commence with Portsmouth, N. H.

PORTSMOUTH.

The works of improvement which have been completed at this yard during the fiscal year ending 30th June, 1867, are: condenser, iron foundry, plumbers', coppersmiths' and tin-shops, grading, gutters and drains, siding mill, fitting and furnishing plumbers', coppersmiths' and tin shops, enlarging office building, shop for iron-cladding and railway, &c., for floating dry dock.

These works have all been completed in a substantial manner and are in successful use. The amount expended upon the several objects during the fiscal year is: for materials \$5,809 64, and for labor \$36,932 06, making an aggregate of \$42,741 70.

The improvements which have been in progress during the year, but which are not yet completed, are: quay walls, machinery and tools, road and timber slips, oakum store, and repairs of all kinds. The amount expended upon these objects during the year is: for materials \$25,013 15, and for labor \$54,798 31, making an aggregate of \$79,811 46.

The work upon these objects has progressed in a satisfactory manner, and as rapidly as the funds allotted would permit. The work on one of the most important objects, the quay wall, has been suspended in consequence of the exhaustion of the funds.

There has been expended at this yard during the fiscal year for objects coming under the head of "contingent" the sum of \$123,777 29.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the especial use of the Bureau of Construction and Repair, viz: ship-house, 350 by 140, over railway, joiners' shop over timber shed No. 27, saw-mill 150 by 80 feet, iron-plating shop 300 by 100 feet, and timber shed 215 by 65 feet, amounting in the aggregate to \$293,000.

For the Bureau of Steam Engineering an estimate is submitted for machine shop, foundry, boiler shop, forge and smiths' shop, and for grading, amounting to \$150,000.

For the Bureau of Yards and Docks, and for general purposes, estimates are submitted for timber shed, joiner shop, and storehouse, quay wall, grading, gutters and drains, and for repairs of all kinds, amounting in the aggregate to \$274,828. The total amount estimated for this yard being \$717,828.

Most of the objects estimated for at this yard were asked for last year; the necessity for them still exists, and in an increased degree, and therefore the estimates are again submitted, and the appropriations are strongly urged. Until recently this yard was of very limited area, and great inconvenience and loss have been incurred in consequence of the want of proper workshops and the insufficiency of working ground, but since the enlargement of the yard by the purchase of Seavey's island there is ample space for all the requirements of the service at this station, and it is hoped that Congress will furnish the means to render this valuable addition to the yard available for useful purposes.

BOSTON.

The improvements which have been completed at this yard during the fiscal year ending the 30th June, 1867, are: paving and draining at new shops, coal shed for foundry, smithery, &c., house foundation and heavy hammer, steam fire-engine, addition to stable, and miscellaneous improvements. The amount expended on these objects during the year is: for materials \$21,143 88, and for labor \$67,406 88, making an aggregate of \$88,550 76.

These works have been completed in a substantial and permanent manner, and are in successful use.

The works which have been in progress during the fiscal year, but which are not yet completed, are: ropewalk machinery and spinning preparation, exten-

sion of shear wharf, paving and draining around dry dock, railroad tracks, tools and machines for machine shop, filling in portion of timber dock, and repairs of all kinds. The amount expended upon these objects during the first fiscal year is : for materials \$77,731 02, and for labor \$133,723 45, making an aggregate of \$211,454 47.

Several of these works will probably be completed during the year 1867, and the others are well advanced.

There has been expended at this yard during the year for objects coming under the head of contingent the sum of \$274,672 60.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the especial use of the Bureau of Construction and Repair, viz: iron-plating shop, blacksmith shop, iron store, coal shed, paint shop, galvanizing shop, marine railway and cradle, boom derrick, improvement to joiners' shop, saw-mill, ship-house, two pile wharves, and repairs of buildings, amounting to \$715,000.

For the Bureau of Steam Engineering estimates are submitted for extension of machine shop, extension of foundry, erecting shop, general store, iron and metal store, two coal sheds, paving tracks, and water pipes, large crane, filling in and foundations, and for repairs, amounting in the aggregate to \$416,850.

For the Bureau of Equipment and Recruiting estimates are submitted for completing second story of ropewalk, improvement in tarring house, and for rigging loft, amounting to the sum of \$350,910.

For the Bureau of Ordnance estimates are submitted for smithery, brass foundry, tinner's and painters' shop, house for fitting sights and locks to guns, grading and paving, and for fire-proof doors and shutters to ordnance building, amounting in the aggregate to the sum of \$72,550.

For the Bureau of Provisions and Clothing estimates are submitted for Tuft's safety elevator and boiler, amounting to \$4,000.

For Bureau of Navigation an estimate is submitted for a building for the storage of oils, amounting to \$15,343.

For Bureau of Yards and Docks, and for general purposes, estimates are submitted for quay wall, entrance gateway, dredging channels, engineer's shop and storehouse, muster-office building, extension of storehouse No. 15, drains, paving, and flagging, filling low places, land for officers' houses, seven houses for officers, boat landing, filling in timber dock, repairs of dry dock, and for repairs of all kinds, amounting in the aggregate to the sum of \$807,482.

The total amount estimated for all the bureaus at this yard is \$2,382,135.

A large number of these objects were estimated for last year, and in the bureau's report the especial reasons for each object were given. The appropriations are still greatly needed. This large and important yard possesses many facilities for the execution of the public work, but is still deficient in many important particulars to put it on an equal footing with what might be called a first-class establishment. Several large vessels are now building, and a number of others are fitting out at this yard, and the extra cost incurred from the want of proper facilities and means for executing the work expeditiously and economically would go far towards providing those facilities for future operations.

These buildings and other improvements must be constructed at some period, and the sooner it is done the greater will be the saving to the government.

The events of the last six years have proved that our yards are too circumscribed, and how sadly our navy yards are deficient in the means to build and sustain a large navy, and it is the part of wisdom to provide them at once before the recurrence of similar exigencies.

NEW YORK.

The improvements which have been completed at this yard during the fiscal year ending 30th June, 1867, are: hoisting apparatus, new derrick, rebuilding

dry dock, quay wall at saw-mill, railways, filling low places, machinery for pattern, boiler, and machine shops, repairs of engines in machine shop, general increase of machinery, special repairs, and protecting unfinished buildings. The amount expended upon these various objects during the fiscal year is : for materials \$51,348 73, and for labor \$91,211 22, making an aggregate of \$142,559 95.

The works which have been in progress during the fiscal year, but which are not yet completed, are : dredging channels, repairs to ship houses, extension of sewer, chain cable shop, quay wall at sewer, improvements at dry dock, machine shop extension, iron-plating shop, receiving store, launching ways, ship house D, launching ways for steamers, large chuck lathe, machinery for iron-plating shop, machinery for machine shop extension, addition to joiners' shop, three steam hammers, muster office addition, and repairs of all kinds.

Upon these various objects there has been expended during the fiscal year for materials \$160,654 41, and for labor \$265,260 63, making an aggregate of \$425,915 04.

The work upon these numerous objects has been prosecuted with vigor, and the progress made during the year is quite satisfactory.

The amount expended during the year for objects coming under the head of "contingent" is \$295,929 51.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the particular use of the Bureau of Construction and Repair : estimates are submitted for iron-plating shop, timber and knee basin, ship house and launching ways, two timber sheds, and paint shop, amounting in the aggregate to the sum of \$1,485,870.

For the Bureau of Steam Engineering estimates are submitted for machine shop, main building, boiler shop, and erecting shop, amounting to \$805,410.

For the Bureau of Equipment and Recruiting an estimate of \$74,664 is submitted for establishing a coal depot.

For the Bureau of Yards and Docks, and for general purposes, estimates are submitted for quay wall towards Vanderbilt avenue, dredging channels, and filling low places, drains, paving and flagging, Bulkley's patent lumber dryer, four houses for commissioned officers, yard railway, yard wall, police station, four houses for warrant officers, water pipes and hydrants, quay wall at new derrick, basin for sectional dock, and for repairs of all kinds, amounting in the aggregate to the sum of \$1,547,770.

The total amount estimated for improvements and repairs for all the bureaus at this yard is \$3,913,714.

At this important yard an immense amount of work is being done ; the wharves are crowded with vessels, and the demands upon the different workshops are greater than can be promptly supplied by the present small and comparatively inefficient shops.

The naval establishment at this, the largest commercial port of the country, should be extensive and as complete in its arrangements and facilities as possible, and to make it so large appropriations are required.

Most of the objects above named were estimated for last year, but Congress failed to make any appropriations for them ; some of the works had been commenced under former appropriations, but in consequence of the insufficiency of the funds, their completion is delayed and the work liable to injury. The occasional suspension of operations on these objects greatly increases their cost, and it is of the utmost importance that they should be kept steadily in progress until finally completed.

It is hoped that Congress will recognize the necessity for putting this important station in a proper and efficient condition at an early day, and will grant liberal appropriations to consummate that object.

PHILADELPHIA.

The improvements which have been completed at this yard during the fiscal year ending 30th of June, 1867, are: saw-mill, and extension of south pier 100 feet. The amount expended upon these objects during the fiscal year is: for materials \$21,844 64, and for labor \$2,431 41, making an aggregate of \$24,276 05.

The works which have been in progress, but which are not yet completed, are: dry dock, dredger, brick wall to new purchase, filling in bulkhead, and repairs of all kinds. The amount expended upon these objects during the fiscal year is: for materials \$41,887 22, and for labor \$43,677 21, making an aggregate of \$85,564 43.

The amount expended during the fiscal year for objects coming under the head of contingent is \$113,556 92.

Estimates for the fiscal year ending June 30, 1869, are submitted for the following objects, viz: for lightning rods to yard buildings, and for repairs of all kinds, amounting to the sum of \$88,883.

In view of the proposed removal of this yard to League island, it is deemed not necessary to ask for any appropriations for permanent improvements at this station. The amounts asked for are for the proper care and preservation of the public property.

WASHINGTON.

The improvements which have been completed at this yard during the fiscal year ending June 30, 1867, are: extension of copper rolling-mill, new cradle for marine railway, paint shop, smithery, and extension of iron foundry. The amount expended during the year is: for materials \$29,307 32, and for labor \$20,746 39, making an aggregate of \$50,053 71.

The works which have been in progress during the year, but which are not yet completed, are: dredging channels, gas works, machinery and tools, yard rail tracks, depot for coal, and repairs of all kinds.

Upon these objects there has been expended during the fiscal year, for materials \$92,465 73, and for labor \$75,344 86, making an aggregate of \$167,810 59.

The amount expended at this yard during the fiscal year for objects coming under head of contingent is \$178,419 10.

Estimates are submitted for the fiscal year ending June 30, 1869, for the following objects for the Bureau of Equipment and Recruiting, for coal depot, and building for manufacturing of wire rope, amounting to \$59,354.

For Bureau of Ordnance an estimate is submitted for the removal of the experimental battery, amounting to \$14,900.

For the Bureau of Yards and Docks, and for general purposes, estimates are submitted for rail tracks, flagging and draining, extension of yard west, coal wharf, five houses for officers, and for repairs of all kinds, amounting to the sum of \$392,161.

The aggregate amount estimated for all the bureaus is \$426,415.

A large portion of the amount asked for this yard is for an extension of its limits west. On several occasions, heretofore, an appropriation has been urged, but without success.

This yard was found to be of immense service during the past six years, and the necessity for its extension became more apparent; there are already a number of extensive shops well supplied with machinery for the manufacture of various important articles for the service, but very limited area for working ground outside the buildings, and for sites for other buildings, is a source of great inconvenience and expense.

The purchase of this land is very desirable, and indeed without it the yard cannot be brought to that state of usefulness and efficiency which the necessities of the service require. The other objects estimated for are greatly needed, and it is earnestly hoped that the appropriations will be granted.

NORFOLK.

The improvements which have been completed at this yard during the fiscal year ending 30th June, 1867, are: carpenter's shop, entrance buildings Nos. 19 and 37, building No. 11, boat-shed No. 29, timber sheds Nos. 30 and 31, naval store No. 15, and building No. 13. These buildings have, most of them, been built by contract, and the amount expended upon them during the year is \$250,965 81.

The works which have been in progress during the fiscal year, but which are not yet completed, are: stables, dredging, railroad tracks, wharves, machinery and tools, and repairs of all kinds.

There has been expended upon these objects during the year, for materials \$39,608 30, and for labor \$12,722 64, making an aggregate of \$52,330 94.

The amount expended during the year for objects coming under the head of contingent is \$85,055 19.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, viz: for the particular use of the Bureau of Construction and Repair, timber shed and oakum loft, storehouse for tar, pitch and rosin, two timber sheds, iron-plating shop, storehouse for galleys, iron and plumbing, and ship house No. 48, amounting to the sum of \$334,073.

For the Bureau of Steam Engineering, estimates are submitted for storehouse for oils, spirits turpentine, &c., amounting to \$25,456.

For the Bureau of Yards and Docks and general purposes, estimates are submitted for stables, rail tracks, eight houses for officers, and for repairs of all kinds, amounting to \$286,616.

The aggregate amount estimated for all the bureaus is \$646,145.

This is one of our most important navy yards, and having been utterly destroyed during the war, large appropriations are needed annually for some time to place it in a state of efficiency. Several of the buildings have been reconstructed, and the facilities provided have been such as to enable the department to repair and refit a large number of vessels, but still there is a large deficiency in workshops, storehouses, timber sheds, and the various appendages necessary to constitute a complete navy yard. Congress at its last session failed to make any appropriation whatever for this yard, and consequently the department has not the means to provide for the repairs of the existing works or to meet any expense for their care and protection from injury from any cause. In view of the very great importance of this yard, it being the only navy yard on the Atlantic coast south of that at Washington, it is hoped that Congress will furnish the means to put it in a condition commensurate with its importance to the service.

PENSACOLA.

The improvements which have been completed at this yard during the fiscal year ending 30th June, 1867, are: smiths' shop, coal wharf, muster office, kitchens Nos. 1, 7, 8, 9 and 10, dwelling at live oak plantation, and rail tracks.

There has been expended upon these objects during the year, for materials \$9,127, and for labor \$25,013, making an aggregate of \$34,140.

The works which have been in progress during the year, but which are not yet completed, are: storehouse No. 25, new gate to dock basin, and repairs of all kinds. Upon these objects there has been expended during the year, for materials \$37,344 36, and for labor \$75,508 47, making an aggregate of \$112,852 83.

The amount expended during the fiscal year for objects coming under the head of contingent is \$40,082 71.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the especial use of the Bureau of Construction and Repairs:

mould loft and constructor's workshop, smiths' and armor-plating shop, spar shed and ship-joiners' shop, oakum loft and pitch-boiling house, and saw-mill and block shop, amounting in the aggregate to \$187,652.

For Bureau of Steam Engineering, estimates are submitted for smiths' shop and foundry, and iron and coal house, amounting to \$29,146.

For Bureau of Equipment and Recruiting, estimates are submitted for coal house, timber shed and sail loft, and timber shed and rigging loft, amounting to \$191,444.

For Bureau of Ordnance, estimates are submitted for ordnance workshops and storehouses, and for shell house and rail tracks, amounting to \$99,327.

For the Bureau of Yards and Docks and for general purposes, estimates are submitted for saw-mill and joiners' shop, guardhouse and prison, commandant's and other offices, blacksmiths' shop, three kitchens for officers' quarters, rail tracks, grading avenues and laying sidewalks, paint shop, storehouse, quarters for ordinary, commandant's quarters, fourteen houses for officers, four houses for warrant officers, care and improvement of live-oak plantation, large iron crane, Bulkley's patent lumber drier and patent right, and for repairs of all kinds, amounting in the aggregate to the sum of \$749,316.

The total amount of estimates for all the bureaus at this yard is \$1,256,885.

This important yard, the only station on the Gulf of Mexico, was entirely destroyed during the war, and since then but little has been done towards restoring it to its former condition. It is very desirable that means should be provided to place this yard at least in a condition to supply the wants of the squadron in that vicinity, for without facilities there, all vessels suffering damage from storms and other causes must necessarily travel long journeys to reach yards where their injuries may be repaired and wants supplied.

MARE ISLAND.

No report having been received from this yard, the bureau is unable to state the progress made upon the various objects during the year.

The amount expended upon the improvements and for repairs of all kinds during the fiscal year is, for materials \$172,835 17, and for labor \$199,252 70, making an aggregate of \$372,087 87.

The amount expended during the fiscal year for objects coming under the head of contingent is \$136,646 85.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the particular use of the Bureau of Construction and Repair: spar and boat house No. 27, commencing timber shed, and for paint shop, amounting to the sum of \$182,023.

For Bureau of Equipment and Recruiting, an estimate is submitted for chain-cable and anchor shop, amounting to \$72,850.

For Bureau of Yards and Docks and for general purposes, estimates are submitted for continuation of quay wall, officers' houses Nos. 10 and 12, grading and paving, bath-rooms for six officers' houses, and for repairs of all kinds, amounting to the sum of \$275,560.

The total amount of estimates for all the bureaus at this yard is \$530,433.

This navy yard, being the only station on the Pacific coast, is of much importance, and it is highly necessary that it should be brought into a state of efficiency to meet the requirements of the service at that distant point.

Some progress has been made in the construction of the various buildings necessary for a navy yard, but many other buildings are needed, and it is hoped that Congress will see the propriety of appropriating the means for their erection. The works estimated for have been reported before and appropriations asked, but without success.

KEY WEST.

The amount expended at this station during the past fiscal year, for the repairs of the wharves and buildings, is \$806 59.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the construction of a coal shed for the Bureau of Equipment and Recruiting, \$10,000, and for repairs of all kinds \$6,000, making an aggregate for the station of \$16,000.

SACKETT'S HARBOR.

The expenditures at this station during the fiscal year ending the 30th June, 1867, have been for the usual and necessary repairs of the buildings, docks, roads, and fences, and amount to the sum of \$2,244 43.

For objects coming under the head of contingent there has been expended during the year \$150 86.

For the necessary repairs of buildings and wharves and the proper care of the public property during the fiscal year ending 30th June, 1869, there will be required the sum of \$4,000.

MOUND CITY.

The only object of improvement completed at this station during the fiscal year ending 30th June, 1867, is the construction of a levee in front of the public property; this work has been done by contract at an expense of \$6,500.

Under the head of emergencies at naval stations, there has been expended during the fiscal year the sum of \$7,848 03.

The amount expended during the fiscal year for objects coming under the head of contingent is \$11,870 71.

Estimates are submitted for the repairs of levee, and general care and preservation of buildings, during the fiscal year ending 30th June, 1869, amounting to the sum of \$55,000.

At this station there are a number of iron-clad vessels laid up, and some of them undergoing slight repairs; there are but few buildings at the station and those much damaged by recent floods, and the amount estimated will be required for their repairs and the proper care and preservation of public property.

NAVAL ASYLUM.

There were on the 1st of July, 1866, one hundred and fifty-nine persons, including officers and attendants, borne on the rolls of the asylum.

Eight beneficiaries have been admitted, six have died, two have been dismissed, and two have been sent to the insane asylum, during the fiscal year ending 30th June, 1867.

The affairs of the institution have been managed in the usual judicious, economical, and humane manner during the fiscal year, and the officers in charge have exerted themselves to render the beneficiaries as comfortable and contented as possible.

The beneficiaries generally conduct themselves properly, and seem to appreciate the benefits they derive from this comfortable home in their old age. Cases of insubordination sometimes occur, but these are promptly corrected by the rigid enforcement of the rules for the government of the institution.

The amount expended for the usual annual repairs, cleaning and whitewashing, water and gas, &c., is \$9,031 77.

The expenses of the institution for the support of the beneficiaries and pay of officers and attendants during the fiscal year are as follows :

Subsistence.....	\$22,037 99
Clothing, tobacco, &c.....	7,502 31
Miscellaneous items.....	6,042 13
Officers and attendants.....	25,313 04
	<hr/>
Aggregate.....	60,895 47
	<hr/>

The total amount expended during the fiscal year is \$69,927 24.

The amount estimated for the support of the institution during the fiscal year ending 30th June, 1869, is for furniture and repairs of the same, house-cleaning and whitewashing, furnaces, grates and ranges, gas and water rent, general improvements and repairs, and for the support of the beneficiaries, \$63,600.

I have the honor to be, very respectfully, your obedient servant,

JOS. SMITH, *Chief of Bureau.*

HON. GIBBON WELLES,
Secretary of the Navy.

Schedule of papers accompanying the report of the Chief of the Bureau of Yards and Docks to the Secretary of the Navy, dated October 1, 1867.

A.—General estimates for yards and docks.

No. 1.—Estimates for the support of the bureau.

No. 2.—Estimates for officers and others at yards and stations.

No. 3.—Statement showing the sums which make up the first item of Y. & D. A.

No. 4.—Estimate for improvement and repairs at yards and stations.

No. 5.—Estimate for repairs of all kinds, showing the sums which make up the amounts under this head in Y. & D. No. 4.

No. 6.—Statement of expenditures under the head of contingent during the past fiscal year, and estimates for the same for the fiscal year ending June 30, 1869.

No. 7.—Estimates of appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1869.

No. 8.—Abstract of offers for supplies for the fiscal year ending June 30, 1868

JOS. SMITH, *Chief of Bureau.*

BUREAU OF YARDS AND DOCKS, *October 1, 1867.*

Y. & D. A.

General estimate of the Bureau of Yards and Docks for the fiscal year ending June 30, 1866 in addition to the balances remaining unexpended July 1, 1866.

	Estimated for the year end- ing June 30, 1869.	Estimated for the year end- ing June 30, 1866.
1. For the pay of civil engineers, and all the civil establishments of the several navy yards and Naval Asylum, (see Y. & D. No. 3)	\$138,874 25	\$158,967
2. For the improvements and repairs at the navy yards, stations, and Naval Asylum, (see Y. & D. No. 4)	10,141,038 00	7,712,075
3. For contingent expenses that may accrue during the fiscal year, for the following purposes, viz: For freight and transportation of materials and stores for Bureau of Yards and Docks purposes; for printing, stationery, and advertising for Bureau of Yards and Docks purposes, including the commandant's office; for books, models, maps, and drawings for Bureau of Yards and Docks purposes; for purchase and repairs of fire engines; for machinery, and patent right to use the same, for Bureau of Yards and Docks purposes; for repairs on steam engines and attendance on the same, for Bureau of Yards and Docks purposes; for purchase and maintenance of oxen and horses and driving teams; for carts and timber wheels for navy yard purposes, and tools and repairs of same, for Bureau of Yards and Docks purposes; for postage on letters on public service, and telegrams; for furniture for government houses and offices in navy yards; for coal and other fuel for Bureau of Yards and Docks purposes; for candles, oils, and gas for Bureau of Yards and Docks purposes; for cleaning and clearing up yard and care of buildings; for attendance on fires, lights, fire engines, and apparatus; for incidental labor at navy yard for Bureau of Yards and Docks purposes; for water tax, and for tolls and ferriages for Bureau of Yards and Docks purposes; for pay of the watchmen in the yard; for flags, awnings, and packing boxes for Bureau of Yards and Docks purposes, (see Y. & D. No. 6)	1,232,500 00	1,067,000
Total	11,512,412 25	8,938,042

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1869.

For salary of civil engineer, per act of March 3, 1863, Statutes at Large, pamphlet edition, chapter 118, section 1, page 818	\$3,000
For salary of chief clerk, fourth class, per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	1,800
For salaries of one clerk of class four; two clerks of class three; one clerk of class two, and one clerk of class one, per act of July 23, 1866, section 8, and March 2, 1867	7,600
For salary of draughtsman, per act of July 23, 1866, section 8, and March 2, 1867	1,800

For salary of messenger, per act of June 25, 1864	\$1,000
For wages of two laborers, one for the bureau, the other for the office of the engineer and draughtsman, per act of June 25, 1864.....	1,440
	<hr/> 16,64
For amount respectfully submitted as increase of salary of chief clerk	400
	<hr/> 17,040
Total.....	<hr/> <hr/> 17,040
Appropriated for the year ending June 30, 1868.....	<hr/> <hr/> \$16,240

CONTINGENT EXPENSES.

For stationery, books, plans, drawings, and incidental labor.....	\$1,800
Appropriated for the year ending June 30, 1868.....	<hr/> <hr/> \$1,800

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 2.

Estimate of the pay of civil officers at navy yards and Naval Asylum, for the fiscal year ending June 30, 1866.

PORTSMOUTH, N. H.

1 assistant civil engineer, at \$6 per diem.....	\$1,878
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,400
1 receiver and inspector of stores.....	1,400
1 writer to receiver and inspector, at \$3 per diem	939
1 clerk to commandant, (acts 17th April and 28th July, 1866).....	1,500
1 clerk (second) to commandant.....	1,000
1 chief accountant.....	1,800
1 clerk to chief accountant	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	600
Total.....	<hr/> <hr/> 15,317

BOSTON.

1 civil engineer.....	\$2,500
1 superintendent of improvements, at \$5 per diem.....	1,565
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant	1,200
1 clerk (third) to commandant.....	1,000
1 chief accountant.....	1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	600
Total.....	<hr/> <hr/> 18,904

NEW YORK.

1 civil engineer.....	\$2,500 00
1 assistant civil engineer.....	1,500 00
1 draughtsman to civil engineer.....	1,400 00
1 clerk to civil engineer.....	1,200 00
1 clerk of pay-rolls and mustering clerk.....	1,500 00
1 receiver and inspector of stores.....	1,500 00
1 writer and weigher to receiver and inspector, at \$3 per diem.....	939 00
1 clerk to commandant.....	1,500 00
1 clerk (second) to commandant.....	1,200 00
1 clerk (third) to commandant.....	1,000 00

1 chief accountant.....	\$1,800 00
1 clerk to chief accountant.....	1,200 00
1 gate-keeper and detective, at \$4 per diem.....	1,252 00
1 superintendent and carrier of mails, at \$2 75 per diem.....	860 75
1 messenger.....	600 00
Total.....	19,951 75

PHILADELPHIA.

1 superintendent of yard improvements, at \$6 per diem.....	\$1,878
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200
1 chief accountant.....	1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	600
Total.....	15,717

NAVAL ASYLUM, PHILADELPHIA.

1 secretary to governor.....	\$1,000
1 steward to the asylum.....	750
1 matron.....	300
6 washers, at \$120 each.....	720
1 cook.....	168
2 assistant cooks, one at \$120 and one at \$96.....	216
6 laundresses, at \$120 each.....	720
8 scrubbers and house cleaners, at \$96 each.....	768
4 laborers, at \$240 each.....	960
1 master-at-arms.....	300
1 ship's corporal.....	240
Total.....	6,142

WASHINGTON.

1 civil engineer.....	\$2,000
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 weigher to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200
1 chief accountant.....	1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 mail messenger.....	1,000
1 porter.....	600
Total.....	17,778

NORFOLK.

1 civil engineer.....	\$2,000
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200

1 chief accountant.....	\$1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	600
Total.....	15,839

PENSACOLA.

1 civil engineer.....	\$2,000
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200
1 gate-keeper and detective.....	1,000
Total.....	12,239

MARE ISLAND.

1 civil engineer.....	\$3,200 00
1 assistant civil engineer and draughtsman.....	1,800 00
2 writers to civil engineer, each \$3 50 per diem.....	2,191 00
1 clerk of pay-rolls and mustering clerk.....	1,875 00
1 receiver and inspector of stores.....	2,000 00
1 writer to receiver and inspector, at \$3 50 per diem.....	1,095 50
1 clerk to commandant.....	1,875 00
1 clerk (second) to commandant.....	1,200 00
1 gate-keeper and detective.....	1,000 00
1 messenger.....	750 00
Total.....	16,986 50

RECAPITULATION.

Place.	Asylum.	Civil.	Aggregate.
Portsmouth, N. H.....		\$15,317 00	\$15,317 00
Boston.....		18,904 00	18,904 00
New York.....		19,951 75	19,951 75
Philadelphia.....	\$6,142	15,717 00	21,859 00
Washington.....		17,778 00	17,778 00
Norfolk.....		15,839 00	15,839 00
Pensacola.....		12,239 00	12,239 00
Mare island.....		16,986 50	16,986 50
Total.....	6,142	132,732 25	138,874 25

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 3.

Statement showing the several sums which make up the amount of the first item in the general estimate from the Bureau of Yards and Docks for the fiscal year ending 30th June, 1869, marked "Y. & D., A."

For the civil branch at all the yards and stations.....	\$132,732 25
For the Naval Asylum at Philadelphia.....	6,142 00
Total.....	138,874 25

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 4.

Estimates of the amounts that will be required towards the construction and completion of works and the current repairs at the several navy yards, naval stations, and the Naval Asylum at Philadelphia, for the fiscal year ending 30th June, 1869 :

PORTSMOUTH, N. H.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For ship house, 350 by 140 feet, over railway.....	\$100,000	
joiner's shop over timber shed No. 27.....	23,000	
saw mill, 150 feet by 80 feet:.....	60,000	
iron-plating shop, 300 by 100 feet.....	75,000	
timber shed, 215 by 65 feet.....	35,000	
		<u>\$293,000</u>

FOR BUREAU OF STEAM ENGINEERING.

For machine shop, foundry, boiler shop, forge and smith's shop, and for grading..	150,000
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FOR BUREAU OF YARDS AND DOCKS, AND GENERAL PURPOSES.

For timber shed, joiner's shop and storehouse.....	\$45,078	
quay wall.....	50,000	
grading, gutters and drains.....	110,000	
repairs of all kinds.....	69,750	
		<u>274,828</u>
Total.....		<u>717,828</u>

BOSTON.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For iron plating shop, 300 by 70 feet, 2 stories.....	\$90,000	
blacksmith's shop, 300 by 70 feet.....	80,000	
iron store, 200 by 70 feet.....	35,000	
coal shed, 125 by 70 feet.....	15,000	
paint shop, 200 by 70 feet, 2½ stories.....	50,000	
galvanizing shop.....	4,000	
marine railway and cradle.....	100,000	
boom derrick, 80 tons, 75 feet lift.....	100,000	
improvement to joiner's shop.....	6,000	
saw mill, 250 by 75 feet, 2 stories.....	85,000	
ship house, 350 by 140 feet.....	80,000	
two pile wharves.....	50,000	
repairs of buildings.....	20,000	
		<u>\$715,000</u>

FOR BUREAU OF STEAM ENGINEERING.

For extension of machine shop.....	\$65,000	
extension of foundry.....	40,000	
erecting shop.....	28,000	
general store.....	55,000	
iron and metal store.....	55,000	
two coal sheds.....	47,000	
paving.....	6,850	
tracks and water pipes.....	11,500	
large crane.....	8,500	
filling in and foundations.....	50,000	
repairs of buildings.....	50,000	
		<u>416,850</u>

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For completing second story of ropewalk.....	\$108,095	
improvement in tarring house.....	2,350	
rigging loft, 250 by 75 feet, 3 stories.....	240,465	
		<u>350,910</u>

FOR BUREAU OF ORDNANCE.

For smithery, brass foundry, &c.....	\$49,098	
sighting house.....	1,500	
grading and paving.....	6,932	
fire-proof doors and shutters to ordnance building.....	14,970	
		<u>\$72,550</u>

FOR BUREAU OF PROVISIONS AND CLOTHING.

For Tuft's safety elevator and boiler.....	4,000
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FOR BUREAU OF NAVIGATION.

For building for storage of oils.....	15,343
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For quay wall.....	\$200,000	
entrance gateway.....	23,353	
dredging channels.....	30,000	
engineer's shop and storehouse.....	62,348	
muster office building.....	5,514	
extension of storehouse No. 15.....	70,204	
drains, paving and flagging.....	26,000	
filling low places.....	34,460	
land for officers' houses.....	32,000	
7 houses for officers.....	130,272	
boat landing.....	4,565	
filling in timber docks.....	38,766	
repairs of dry dock.....	6,000	
repairs of all kinds.....	144,000	
		<u>807,482</u>
Total.....		<u><u>2,382,135</u></u>

NEW YORK.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For iron plating shop.....	\$87,052	
timber and knee basin.....	297,465	
ship house and launching ways.....	753,443	
two timber sheds.....	211,305	
paint shop.....	136,605	
		<u>\$1,485,870</u>

FOR BUREAU OF STEAM ENGINEERING.

For machine shop, main building.....	\$326,193	
boiler shop.....	217,662	
erecting shop.....	261,555	
		<u>805,410</u>

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For coal depot.....	74,664
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For quay wall towards Vanderbilt avenue.....	\$263,479	
dredging channels and filling low places.....	161,000	
drains, paving and flagging.....	61,559	
Bulkley's patent lumber drier and patent rigbt.....	46,000	
4 houses for commissioned officers.....	60,000	
yard railways.....	48,778	
yard wall.....	62,511	
police station.....	32,343	
4 houses for warrant officers.....	48,000	
water pipes and hydrants.....	19,462	
quay wall at new derrick.....	200,768	
basin for sectional dock.....	239,620	
repairs of all kinds.....	304,200	
		<u>1,547,770</u>
Total.....		<u><u>3,913,714</u></u>

PHILADELPHIA.

FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For lightning rods to yard buildings.....	\$643	
repairs of all kinds.....	88,240	
		<u>\$88,883</u>
Total		<u>88,883</u>

WASHINGTON.

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For coal depot.....	\$19,354	
building for manufacture of wire rope.....	40,000	
		<u>\$59,354</u>

FOR BUREAU OF ORDNANCE.

For removing experimental battery.....	14,900	
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For rail tracks.....	\$7,150	
flagging and drainage.....	14,500	
extension of yard west.....	166,250	
coal wharf.....	16,000	
five houses for officers.....	54,411	
repairs of all kinds.....	133,850	
		<u>392,161</u>
Total.....		<u>466,415</u>

NORFOLK.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For timber shed and oakum loft, No. 17	\$31,281	
stone house for tar, pitch, and rosin, No. 14.....	31,917	
two timber sheds, Nos. 32 and 33.....	92,000	
iron plating shop.....	45,963	
stone house for galleys, iron, and plumbing.....	36,278	
ship house No. 48.....	96,634	
		<u>\$334,073</u>

FOR BUREAU OF STEAM ENGINEERING.

For stone house for oils, spirits of turpentine, &c.....	25,456	
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For stables.....	\$34,863	
rail tracks	11,988	
eight houses for officers.....	93,865	
repairs of all kinds.....	145,900	
		<u>286,616</u>
Total		<u>646,145</u>

PENSACOLA.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For mould loft and constructors' workshop.....	\$18,581	
smiths and armor-plating shop.....	38,373	
spar shed and ship joiners' shop.....	76,016	
oakum loft and pitch boiling house.....	4,682	
saw-mill and block shop.....	50,000	
		<u>\$187,652</u>

FOR BUREAU OF STEAM ENGINEERING.

For smiths' shop and foundry.....	\$15,647	
iron and coal house.....	13,499	
		<u>29,146</u>

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For coal house.....	\$50,316	
timber shed and sail loft.....	62,396	
timber shed and rigging loft.....	78,732	
	<hr/>	\$191,444

FOR BUREAU OF ORDNANCE.

For ordnance workshop and storehouse.....	\$59,822	
shell house and rail track.....	39,505	
	<hr/>	99,327

FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For saw-mill and joiners' shop.....	\$37,400	
guard house and prison.....	11,012	
commandant's and other offices.....	13,678	
blacksmiths' shop.....	6,876	
three kitchens for officers' quarters.....	6,171	
rail tracks.....	2,456	
grading avenues and laying sidewalks.....	7,592	
paint shop.....	6,915	
storehouse.....	95,376	
quarters for ordinary.....	11,621	
commandant's quarters.....	23,430	
fourteen houses for officers.....	255,460	
four houses for warrant officers.....	24,000	
care and improvement of live-oak plantation.....	25,000	
large iron crane.....	32,500	
Bulkley's patent lumber drier and patent right.....	32,000	
repairs of all kinds.....	157,929	
	<hr/>	749,316
Total.....		<u><u>1,256,885</u></u>

MARE ISLAND.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For spar and boat house No. 27.....	\$82,023	
timber shed.....	50,000	
paint shop.....	50,000	
	<hr/>	\$182,023

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For chain-cable and anchor shop.....	72,850
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For continuation of quay wall.....	\$75,000	
officers' houses Nos. 10 and 12.....	26,985	
grading and paving.....	50,000	
bath-rooms for six officers' houses.....	3,775	
repairs of all kinds.....	120,000	
	<hr/>	275,560
Total.....		<u><u>530,433</u></u>

SACKETT'S HARBOR.

For repairs and general care of public property.....	\$4,000	
Total.....	<hr/>	<u><u>4,000</u></u>

MOUND CITY.

For general repairs of levee and yard buildings.....	\$55,000	
Total.....	<hr/>	<u><u>55,000</u></u>

KEY WEST.

For coal shed for Bureau of Equipment and Recruiting.....	\$10,000
general repairs of wharves and buildings.....	6,000
Total.....	<u>16,000</u>

NAVAL ASYLUM.

For furniture and repairs of same	\$1,000
house-cleaning and whitewashing	800
furnaces, grates, and ranges	600
gas and water rent.....	1,200
general improvement and repairs	6,000
support of beneficiaries	54,000
Total.....	<u>63,600</u>

RECAPITULATION.

For navy yard, Portsmouth, N. H.....	\$717,828
navy yard, Boston.....	2,382,135
navy yard, New York.....	3,913,714
navy yard, Philadelphia	88,883
navy yard, Washington	466,415
navy yard, Norfolk	646,145
navy yard, Pensacola	1,256,885
navy yard, Mare island	530,433
naval station, Sackett's Harbor.....	4,000
naval station, Mound City.....	55,000
naval station, Key West.....	16,000
Naval Asylum, Philadelphia	63,600
Total	<u>10,141,038</u>

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 5.

Statement of estimates for "repairs of all kinds" at the several navy yards for the fiscal year ending June 30, 1869.

Objects.	Portsmouth, N. H., 1868-'69.	Boston, 1868-'69.	New York, 1868-'69.	Philadelphia, 1868-'69.	Washington, 1868-'69.	Norfolk, 1868-'69.	Pensacola, 1868-'69.	Mare Island, 1868-'69.	Sackett's Harbor, 1868-'69.	Mound City, 1868-'69.	Key West, Fla., 1868-'69.
On yard buildings.....	\$25,000	\$30,000	\$143,300	\$16,108	\$34,777	\$65,000	\$61,074	\$36,000	.....	.....	.....
On officers' quarters.....	10,000	10,000	9,500	5,284	6,800	12,000	15,000	14,000	.....	.....	.....
On wharves, bridges, landings, and boats.....	5,000	20,000	54,350	2,500	13,800	13,000	12,550	2,000	.....	.....	.....
On roads, walks, gutters, and drains.....	2,500	12,000	23,000	2,532	10,900	6,000	10,615	7,000	.....	.....	.....
On fences and walls.....	1,500	8,000	8,750	400	10,850	1,500	6,910	3,000	.....	.....	.....
On cranes, scows, and derricks.....	2,500	18,000	10,350	3,500	2,639	500	7,900	4,000	.....	.....	.....
On furnaces, forges, stoves, and heating apparatus.....	9,000	10,000	8,500	500	5,667	500	6,200	8,000	.....	.....	.....
On tracks and scales.....	200	2,500	3,500	350	2,680	200	7,990	5,000	.....	.....	.....
On water and gas works.....	50	3,500	13,300	1,000	2,227	200	2,000	5,000	.....	.....	.....
On dredging and scowling.....	.....	.....	8,000	6,023	15,000	30,000	3,000	10,000	.....	.....	.....
On dry dock.....	5,000	.....	6,050	40,023	4,850	25,000	5,000	10,000	.....	.....	.....
On miscellaneous repairs.....	12,000	25,000	9,650	10,000	23,650	2,000	19,590	10,000	.....	.....	.....
On temporary buildings.....	.....	5,000	.....	.....	.....	.....	.....	9,000	.....	.....	.....
Total.....	69,750	144,000	304,250	88,240	133,850	145,900	157,829	120,000	\$4,000	\$55,000	\$6,000

BUREAU OF YARDS AND DOCKS.

Statement of expenditures for contingent during the fiscal year ending June 30, 1867, with estimates for the fiscal year ending June 30, 1869.

Object.	PORTSMOUTH, N. H.		BOSTON.		NEW YORK.		PHILADELPHIA.		WASHINGTON.	
	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.
For freight and transportation.....	\$146 50	\$300 00	\$1,369 55	\$2,000 00	\$38 87	\$2,500 00	\$14 82	\$200 00	\$12 00	\$300 00
For printing, stationery, and advertising.....	2,320 69	1,500 00	3,680 66	4,000 00	6,253 33	5,500 00	430 79	1,500 00	1,911 11	2,500 00
For purchase and repair of fire-engines.....	5,015 56	5,000 00	3,129 98	5,000 00	1,766 08	9,000 00	577 46	2,800 00	.....	10,000 00
For machinery of every description and patent rights.....	1,913 65	2,000 00	3,264 00	20,000 00	42,338 05	28,500 00	3,000 00	1,500 00	8,440 28	15,000 00
For repairs on steam engines and attendance on same.....	5,080 50	4,500 00	40,941 45	10,000 00	11,408 15	21,600 00	7,321 51	1,300 00	8,645 28	5,000 00
For purchase and maintenance of oxen and horses and driving teams.....	15,055 72	30,000 00	18,333 84	30,000 00	18,756 99	85,000 00	7,995 56	26,700 00	11,071 23	15,000 00
For carts, timber wheels, and tools and repairing.....	24,536 83	20,000 00	49,095 92	30,000 00	28,424 42	35,000 00	7,907 94	5,500 00	32,490 28	10,000 00
For postage on letters on public service, and telegrams.....	36 81	50 00	223 02	500 00	615 45	600 00	106 66	200 00	32,64 94	100 00
For furniture for government houses and offices in navy yards.....	1,105 22	5,000 00	1,169 44	7,500 00	1,403 29	6,500 00	1,657 39	1,500 00	439 58	5,000 00
For coal and other fuel for yards and docks purposes.....	36,818 20	7,000 00	70,409 76	10,000 00	39,102 58	14,100 00	7,842 38	1,500 00	68,209 98	8,000 00
For candles, oil, and gas.....	4,895 34	5,000 00	7,070 52	7,000 00	11,028 61	16,000 00	2,713 21	1,500 00	6,085 87	6,300 00
For cleaning and clearing up yard, and care of buildings.....	4,850 34	10,000 00	10,540 30	15,000 00	31,722 96	48,000 00	11,069 57	10,000 00	7,436 47	10,000 00
For attendance on fire, light, fire-engines, and apparatus.....	.....	5,000 00	2,325 71	4,000 00	2,830 97	8,500 00	2,765 19	4,000 00	.....	5,000 00
For incidental labor, not chargeable to other appropriations.....	7,688 35	10,000 00	32,772 44	12,500 00	71,864 91	45,000 00	9,366 25	5,000 00	21,608 10	25,500 00
For water tax.....	.....	50 00	5,968 74	6,000 00	6,924 90	20,000 00	.....	400 00	.....	.....
For tolls and ferriages.....	30 00	200 00	.....	5,500 00	338 05	200 00	3,255 55	500 00	.....	.....
For pay of watchmen.....	13,966 62	20,000 00	23,874 69	25,000 00	21,020 50	24,000 00	13,295 00	15,500 00	11,772 00	15,000 00
For books, maps, models, and drawings.....	143 75	300 00	242 90	500 00	.....	4,500 00	.....	250 00	.....	2,000 00
For flags, awnings, and packing boxes.....	173 21	200 00	139 68	500 00	62 10	1,500 00	1 75	150 00	61 98	300 00
Total.....	123,777 29	126,000 00	274,672 60	190,000 00	285,929 51	376,000 00	79,320 93	80,000 00	178,419 10	135,000 00

Y. & D. No. 6.—Statement of expenditures for contingent, &c.—Continued.

Objects.	NORFOLK.		PENSACOLA.		MAINE ISLAND.		SACKETT'S HARBOR.		MOUND CITY.		NAVAL ASYLUM.	
	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.
For freight and transportation.....	.....	\$50 00	.....	\$300 00	.....	\$3,750 00	.....	.....	.....	.....	.....	.....
For printing, stationery, and advertising.....	\$1,108 50	550 00	1,313 48	1,500 00	.....	3,000 00	.....	.....	.....	.....	.....	.....
For purchase and repair of fire-engines.....	9,075 50	6,500 00	9,843 38	2,000 00	.....	3,900 00	.....	.....	.....	.....	.....	.....
For machinery of every description and particular rights.....	.....	5,000 00	4,198 47	9,550 00	.....	1,750 00	.....	.....	.....	.....	.....	.....
For repairs on steam engines and at- tachments.....	.....	2,000 00	3,564 70	2,550 00	.....	2,000 00	.....	.....	.....	.....	.....	.....
For purchase and maintenance of oxen and horses and driving teams.....	8,852 67	25,000 00	3,220 85	17,000 00	.....	21,000 00	.....	.....	.....	.....	.....	.....
For carts, lumber wheels, and tools and repairing.....	10,778 56	10,000 00	3,867 49	10,000 00	.....	11,250 00	.....	.....	.....	.....	.....	.....
For postage on letters on public service, and telegrams.....	.....	100 00	34 79	250 00	.....	350 00	.....	.....	.....	.....	.....	.....
For furniture for government houses and offices in navy yard.....	1,135 22	3,000 00	524 18	5,200 00	.....	7,000 00	.....	.....	.....	.....	.....	.....
For coal and other fuel for yards and docks purposes.....	11,531 29	1,500 00	311 62	750 00	.....	15,000 00	.....	.....	.....	.....	.....	.....
For charcoal, oil, and gas.....	4,061 89	3,000 00	2,167 66	4,900 00	.....	10,000 00	.....	.....	.....	.....	.....	.....
For cleaning and clearing up yard, and care of buildings.....	6,608 65	15,000 00	1,031 67	15,000 00	.....	11,000 00	.....	.....	.....	.....	.....	.....
For attendance on fires, lights, fire-en- gines, and apparatus.....	41 37	2,000 00	.....	2,000 00	.....	2,000 00	.....	.....	.....	.....	.....	.....
For incidental labor, not chargeable to other appropriations.....	26,881 79	3,000 00	3,977 69	20,000 00	.....	18,000 00	.....	.....	.....	.....	.....	.....
For water tax.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
For tolls and forrages.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
For pay of watchmen.....	11,979 75	12,500 00	9,864 00	12,350 00	.....	7,800 00	.....	.....	.....	.....	.....	.....
For books, maps, models, and drawings.....	300 00	300 00	.....	300 00	.....	2,000 00	.....	.....	.....	.....	.....	.....
For flags, awnings, and packing boxes.....	500 00	500 00	9 01	300 00	.....	200 00	.....	.....	.....	.....	.....	.....
Total.....	85,055 19	90,000 00	40,962 71	104,000 00	\$136,646 85	120,000 00	\$150 86	\$500 00	\$11,870 71	\$6,000 00	.....	\$5,000 00

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 6.

Recapitulation of estimates for contingent for the fiscal year ending June 30, 1869, at the different navy yards and stations.

Portsmouth	\$126,000
Boston	190,000
New York	376,000
Philadelphia	80,000
Washington	135,000
Norfolk	90,000
Pensacola	104,000
Mare island	120,000
Sackett's Harbor	500
Mound City	6,000
Naval Asylum, Philadelphia,	5,000
Total	1,232,500

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 7.

Estimates of appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1869.

Heads or titles of appropriations.	Estimates of appropriation required for the services of the fiscal year ending June 30, 1869.	Appropriations for the fiscal year ending June 30, 1868.
Pay of superintendents	\$138,874 25	\$158,976
Contingent enumerated	1,232,500 00	1,067,000
Navy yard, Portsmouth, N. H.	717,828 00	67,000
Navy yard, Boston	2,382,135 00	127,000
Navy yard, New York	3,913,714 00	163,000
Navy yard, Philadelphia	88,883 00	51,016
Navy yard, Washington	466,415 00	80,000
Navy yard, Norfolk	646,145 00	.....
Navy yard, Pensacola	1,256,885 00	80,460
Navy yard, Mare island	530,433 00	71,257
Naval station, Sackett's Harbor	4,000 00	2,000
Naval station, Mound City	55,000 00	10,000
Naval station, Key West	16,000 00	.....
Naval Asylum, Philadelphia	9,600 00	14,300
Support of beneficiaries	54,000 00	52,000
Total	11,512,412 25	1,994,609

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 8.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF YARDS AND DOCKS, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard at Boston, Massachusetts, under advertisement dated June 3, 1867.

Class No. 1, bricks:

Samuel Oakman	\$1,562 50
William A. Wheeler.....	*1,375 00
David Babcock.....	1,750 00
Watson & Pittinger.....	1,750 00
Clark & Pearson.....	2,000 00

Class No. 2, stone:

Samuel Oakman	6,350 00
Geise & Courtney.....	9,955 00
David Babcock.....	*5,800 00
Ezra Eames.....	6,100 00

Class No. 4, yellow pine lumber:

Samuel Oakman.....	234 00
Trickey & Jewett.....	248 00
Watson & Pittinger.....	500 00
Clark & Pearson.....	*225 00

Class No. 5, oak and hardwood:

Trickey & Jewett.....	*207 50
Watson & Pittinger.....	570 00
Clarke & Pearson.....	242 50
Samuel Oakman.....	293 00

Class No. 6, white pine, spruce, juniper, and cypress:

Samuel Oakman.....	6,154 00
Trickey & Jewett.....	*5,690 00
Watson & Pittinger.....	6,648 00
Clarke & Pearson.....	6,233 00

Class No. 7, lime, hair, and plaster:

Samuel Oakman.....	352 50
David Babcock.....	417 50
W. Porter & Sons.....	497 95
Watson & Pittinger.....	625 00
Alonzo A. Foster.....	*305 00

Class No. 8, cement:

Samuel Oakman.....	275 00
William A. Wheeler.....	*210 00
David Babcock.....	250 00
W. Porter & Sons.....	274 00
Watson & Pittinger.....	300 00
Alonzo A. Foster.....	250 00

*Accepted.

Class No. 9, gravel and sand:

Samuel Oakman.....	*\$1,230 00
C. & W. Whitehead.....	4,800 00
David Babcock.....	4,200 00
Ezra Eames.....	1,300 00

Class No. 9½, fire-clay:

Samuel Oakman.....	96 00
David Babcock.....	*66 00

Class No. 10, slate:

Samuel Oakman.....	*450 00
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Class No. 11, iron, iron spikes, and nails:

George H. Creed.....	2,862 95
Wheeler & Browning....	3,158 35
John J. Bingham.....	2,371 98
Alonzo A. Foster.....	*2,360 17

Class No. 12, steel:

William A. Wheeler.....	250 00
George H. Creed.....	238 00
David Babcock.....	248 50
Wheeler & Browning....	268 00
John J. Bingham.....	*229 00
Alonzo A. Foster.....	229 00

Class No. 13, pig iron:

Samuel Oakman.....	1,215 00
William A. Wheeler.....	1,475 00
George H. Creed.....	1,175 00
Wheeler & Browning....	*1,150 00
William Porter & Sons....	1,366 25
John J. Bingham.....	1,443 50
Alonzo A. Foster.....	1,255 00

Class No. 14, files:

W. A. Wheeler.....	202 65
George H. Creed.....	159 20
Wheeler & Browning....	231 50
John J. Bingham.....	177 14
Alonzo A. Foster.....	180 22
Scudder, Rodgers & Co..	*136 68
Hyatt & Spencer.....	198 15

‡Decided by lot.

Class No. 15, paints, oils, and glass:

George H. Creed.....	\$988 50
David Babcock.....	993 50
William Porter & Sons...	1,229 95
Alonzo A. Foster.....	*916 00
Clark & Pearson.....	1,018 75
C. M. Clapp & Co.....	1,041 25

Class No. 16, ship-chandlery:

George H. Creed.....	*1,518 40
Wheeler & Browning....	1,841 45
W. Porter & Sons.....	2,284 45
John J. Bingham.....	1,770 50
Alonzo A. Foster.....	1,635 69
Clark & Pearson.....	1,528 94½
Hyatt & Spencer.....	1,736 64

Class No. 17, hardware:

William A. Wheeler.....	2,556 04
George H. Creed.....	2,888 15
Wheeler & Browning....	2,737 55
William Porter & Sons...	3,100 20
Alonzo A. Foster.....	*2,202 27
Scudder, Rodgers & Co..	2,358 07
Hyatt & Spencer.....	2,445 25

Class No. 18, stationery:

A. E. Cutter.....	1,991 89
W. C. Rodgers & Co.....	†1,438 87
William H. Arthur & Co..	1,675 05
Knight & Johnson.....	*1,573 93
Cutter, Tower & Co.....	1,703 89
J. M. Whittemore & Co..	1,845 62

Class No. 20, hay and straw:

Samuel Oakman.....	8,620 00
George H. Creed.....	8,580 00
Mullett & Bradbury.....	*6,610 00
Clark & Pearson.....	7,434 00

Class No. 21, provender:

W. Porter & Sons.....	4,784 05
Mullett & Bradbury.....	3,805 75
Clark & Pearson.....	*3,739 16½

Class No. 23, belting, packing, and hose:

William A. Wheeler.....	\$2,626 00
George H. Creed.....	2 170 00
William Porter & Sons...	2,458 50
Benedict, Toney & Twombly.....	2,278 60
Alonzo A. Foster.....	*1,707 00
Clark & Pearson.....	2,176 40
C. M. Clapp & Co.....	1,765 50
Hyatt & Spencer.....	1,992 00

Class No. 24, sperm and lubricating oils:

George H. Creed.....	545 30
David Babcock.....	*527 00
John J. Bingham.....	545 42
Alonzo A. Foster.....	523 40

Class No. 25, iron work, piping, &c.:

George H. Creed.....	1,145 74
John J. Bingham.....	*440 18
J. J. Walworth.....	475 95

Class No. 26, augers:

William A. Wheeler.....	579 00
George H. Creed.....	463 95
Alonzo A. Foster.....	*254 25

Class No. 27, anthracite coal:

Samuel Oakman.....	2,250 00
A. R. Bass.....	2,310 00
William A. Wheeler.....	*2,070 00
S. P. Brown & Son.....	2,205 00
Clark & Pearson.....	3,165 00

Class No. 29, bituminous coal:

Samuel Oakman.....	990 00
A. R. Bass.....	895 00
William A. Wheeler.....	820 00
George H. Creed.....	*790 00
S. P. Brown & Son.....	875 00
Clarke & Pearson.....	1,000 00

Class No. 32, machinery and tools:

G. & C. Place.....	*2,807 00
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Offers for supplies for the navy yard, New York, under advertisement dated June 3, 1867.

Class No. 1, brick:

William A. Wheeler.....	\$700 00
David Babcock.....	*500 00
Watson & Pittinger.....	700 00
William Porter & Son....	875 00
Clark & Pearson.....	6,250 00

*Accepted.

Class No. 5, oak and hardwood:

David Babcock.....	*\$60 00
Watson & Pittinger.....	120 00
Clark & Pearson.....	160 00

†Informal.

Class No. 11, iron, iron spikes,
and nails:

William A. Wheeler.....	\$2,745 67
Hyatt & Spencer	2,597 38
John J. Bingham.....	1,898 80
Wheeler & Browning....	2,652 42
George H. Creed.....	*1,821 06
Alonzo A. Foster	2,186 03

Class No. 12, steel:

William A. Wheeler.....	568 50
Hyatt & Spencer	697 25
David Babcock.....	570 00
John J. Bingham.....	538 50
Wheeler & Browning....	626 00
George H. Creed.....	534 00
Alonzo A. Foster.....	*528 00

Class No. 14, files:

Samuel W. Sears & Co...	642 74
William A. Wheeler.....	753 97
Hyatt & Spencer.....	684 48
John J. Bingham.....	586 86
Wheeler & Browning....	719 00
George H. Creed.....	*505 20
Alonzo A. Foster.....	568 01

Class No. 15, paints, oils, and
glass:

Hyatt & Spencer	647 35
David Babcock.....	614 45
William Porter & Son....	579 40
Clark & Pearson.....	581 15
George H. Creed.....	*484 50
Alonzo A. Foster.....	519 85

Class No. 16°, ship chandlery:

Hyatt & Spencer	2,431 38
John J. Bingham.....	2,322 15
Wheeler & Browning....	2,552 90
William Porter & Son . .	3,003 85
Clark & Pearson	*2,275 78
George H. Creed.....	2,318 20
Alonzo A. Foster.....	2,377 13

Class No. 17, hardware:

William A. Wheeler.....	593 90
Hyatt & Spencer.....	442 80
Wheeler & Browning....	498 17
William Porter & Son....	793 75
George H. Creed.....	465 79
Alonzo A. Foster.....	*411 06

Class No. 18, stationery:

William H. Arthur & Co.	*2,658 00
W. C. Rogers & Co.....	2,800 94
Cutter, Tower & Co.....	2,822 65
John M. Whittemore & Co.	3,508 56
P. W. Denham.....	2,669 37

Class No. 20, hay and straw:

William Porter & Son....	3,660 00
William M. Shipman.....	4,922 40

Clark & Pearson.....	*\$3,055 09
George H. Creed.....	3,325 00

Class No. 21, provender:

William Porter & Son....	5,027 60
William M. Shipman.....	5,600 50
Clark & Pearson.....	*4,971 50

Class No. 23, belting, packing,
and hose:

William A. Wheeler.....	*756 00
Hyatt & Spencer.....	1,503 00
C. M. Clapp & Co.....	1,421 50
William Porter & Son....	1,214 50
James R. Pugh.....	1,140 00
George H. Creed.....	1,215 00
Alonzo A. Foster.....	1,396 00

Class No. 24, sperm and lubri-
cating oils:

David Babcock	340 80
John J. Bingham.....	*328 80
George H. Creed.....	430 00
Alonzo A. Foster	392 00

Class No. 25, iron work, piping,
&c.:

William A. Wheeler.....	2,314 80
Hyatt & Spencer	2,442 37
John J. Bingham.....	2,504 50
Wheeler & Browning....	3,036 50
William Porter & Son....	3,361 73
Joseph Nason & Co.....	†1,723 48
George H. Creed.....	*2,141 80
Alonzo A. Foster	2,523 94

Class No. 27, anthracite coal:

A. R. Bass.....	*2,180 00
William A. Wheeler	2,300 00
S. P. Brown & Son.....	2,688 00
W. Porter & Son.....	3,100 00
Clark & Pearson.....	3,400 00
George H. Creed.....	2,380 00

Class No. 30, semi-bituminous
Broad Top coal:

A. R. Bass.....	776 00
William A. Wheeler.....	*671 10
William Porter & Son....	938 75
Clark & Pearson.....	1,632 50
George H. Creed.....	678 30

Class No. 31, copper and com-
position nails:

William A. Wheeler.....	400 00
John J. Bingham.....	377 50
William Porter & Son....	413 00
George H. Creed.....	365 00
Alonzo A. Foster	*342 50

Class No. 32, machinery and
tools:

G. & C. Place.....	*2,815 50
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*Accepted.

° No contract awarded to class 16.

† Informal.

Offers for supplies for the navy yard, Philadelphia, under advertisement dated June 3, 1867.

Class No. 5, oak and hardwood:

George N. Beale.....	\$964 86
Watson & Pettinger.....	1, 103 00
Clark & Pearson.....	*701 40

Class No. 6, white pine, spruce, juniper and cyress:

Watson & Pittinger.....	2, 429 00
Garrison, Gillingham & Co.	2, 161 25
Thomas & Pohl.....	*2, 112 65
Clark & Pearson.....	2, 341 50

Class No. 11, iron, iron spikes and nails:

Paul J. Field.....	906 10
William Porter & Son....	1, 294 00
Alonzo A. Foster.....	818 40
Wheeler & Browning....	966 25
John J. Bingham.....	*803 37
George H. Creed.....	848 12

Class No. 14, files:

Paul J. Field.....	97 65
William A. Wheeler.....	80 06
Alonzo A. Foster.....	78 07
Wheeler & Browning....	95 50
John J. Bingham.....	72 15
George H. Creed.....	*64 62

Class No. 15, paints, oils, and glass:

J. W. Robbins.....	3, 860 34
William Porter & Son....	4, 293 99
Alonzo A. Foster.....	*3, 759 50
Clark & Pearson.....	4, 242 95
David Babcock.....	3, 973 02
John J. Bingham.....	3, 880 70
George H. Creed.....	3, 796 95

Class No. 16, ship chandlery:

William Porter & Son....	1, 388 20
Boehm, Rice & Co.....	1, 569 60
Alonzo A. Foster.....	1, 214 10
Wheeler & Browning....	1, 241 50
Clark & Pearson.....	*978 20
George H. Creed.....	1, 423 25

Class No. 17, hardware:

Paul J. Field.....	\$132 58
Wm. A. Wheeler.....	126 84
Alonzo A. Foster.....	*110 44
Wheeler & Browning....	124 90
Geo. H. Creed.....	133 69

Class No. 18, stationery:

F. Foster.....	1, 051 81
W. C. Rogers & Co.....	1687 50
W. H. Arthur & Co.....	964 12
Knight & Johnson.....	*857 50
Cutter, Tower & Co.....	941 71

Class No. 20, hay and straw:

Paul J. Field.....	1, 574 52
Clark & Pearson.....	*1, 110 00
Geo. H. Creed.....	1, 400 00

Class No. 21, provender:

Paul J. Field.....	2, 397 00
William Porter & Son....	2, 881 20
Clark & Pearson.....	*1, 980 00

Class No. 23, belting, packing, and hose:

William A. Wheeler....	1, 932 50
Alonzo A. Foster.....	*1, 205 00
James R. Pugh.....	1, 499 00
C. M. Clapp & Co.....	1, 577 00
George H. Creed.....	1, 428 00

Class No. 24, sperm and lubricating oil:

J. W. Robbins.....	85 83
William A. Wheeler....	187 50
Alonzo A. Foster.....	131 25
David Babcock.....	84 41
John J. Bingham.....	90 41
George H. Creed.....	*78 00

Class No. 30, semi-bituminous Broad Top coal:

Paul J. Field.....	350 00
A. B. Bass.....	450 00
William A. Wheeler....	295 00
R. B. Wigton.....	*273 50
George H. Creed.....	375 00

Offers for supplies for the Naval Asylum, Philadelphia, under advertisement dated 3d June, 1867.

Class No. 1, clothing:

Jacob Reed.....	*\$1, 712 67½
Clarke & Pearson.....	1, 513 75

Class No. 2, hats, boots, and shoes:

Thomas Martin.....	683 25
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§ Nominal bid.

* Accepted.

† Informal.

Class No. 4, groceries:

G. Boyd & Co	\$7,303 35
Crippen & Maddock	*6,879 60
Clark & Pearson	7,238 05
Thomas Strickland	6,915 50
A. C. Roberts	7,078 60

Class No. 5, dry goods:

Crippen & Maddock	517 00
Clark & Pearson	*445 25

Class No. 6, bread:

Joseph Peters	2,815 05
John G. Moxey	2,026 87
Clark & Pearson	3,022 90
John McIlwain	*2,019 35

Class No. 7, tobacco:

G. Boyd & Co	1,040 00
Crippen & Maddock	1962 00
Clark & Pearson	975 00
Paul J. Field	962 00

Class No. 8, coal:

Thomas C. Cahill, pres't..	*2,825 00
Clark & Pearson	3,600 00

Class No. 9, paints, oils, and glass:

Crippen & Maddock	240 00
Clarke & Pearson	*124 50
Alonzo A. Foster	142 80
James W. Robbins	135 22
William Porter & Son	176 21

Class No. 11, lumber:

Clark & Pearson	\$278 50
*Thomas & Pohl	*189 40

Class No. 12, firewood:

Crippen & Maddock	240 00
Clark & Pearson	*152 00
Paul J. Field	192 00

Class No. 13, provender:

Crippen & Maddock	277 50
Clark & Pearson	*228 00
Thomas Strickland	245 00
Paul J. Field	250 00

Class No. 14, miscellaneous:

Crippen & Maddock	558 40
Clark & Pearson	*223 20
Alonzo A. Foster	225 60

Class No. 15, hardware:

Clark & Pearson	97 00
Alonzo A. Foster	*79 12
Paul J. Field	93 49

Class No. 16, stationery:

Rogers, Jones & Co	176 30
W. H. Arthur & Co	265 13
Clark & Pearson	*162 10
Knight & Johnson	201 08
Cutter, Tower & Co	225 45
Ferdinand Foster	282 10

Class No. 17^c, filling ice houses:

Thomas C. Cahill	853 50
Clark & Pearson	3 50 per ton.

Offers for supplies for the navy yard, Washington, under advertisement dated June 3, 1867.

Class No. 2, stone:

George N. Beale	*\$760 00
Clark & Pearson	800 00
David Babcock	800 00
W. G. Ridgely	948 00

Class No. 6, white pine, spruce, juniper, and cypress:

Watson & Pittinger	1 920 00
S. P. Brown & Son	1 628 00
Clark & Pearson	*1 440 00

Class No. 7, lime, hair, plaster:

George N. Beale	*450 00
John J. Bingham	477 00
Watson & Pittinger	1 500 00

S. P. Brown & Son	\$540 00
Alonzo A. Foster	600 00
Clark & Pearson	555 00
David Babcock	600 00
George H. Creed	750 00

Class No. 8, cement:

George N. Beale	195 00
John J. Bingham	*179 00
Watson & Pittinger	350 00
Wheeler & Browning	275 00
William Porter & Son	290 00
S. P. Brown & Son	225 00
Alonzo A. Foster	250 00
Clark & Pearson	225 00
David Babcock	225 00
George H. Creed	300 00
William A. Weeler	275 00

* Accepted.

† Decided by lot.

° No contract awarded class No. 17.

Class No. 9, gravel and sand:

George N. Beale	\$200 00
Wheeler & Browning.....	300 00
Clark & Pearson.....	*180 00
David Babcock.....	850 00

Class No. 11, iron, iron nails, and spikes:

John J. Bingham.....	*628 00
Wheeler & Browning.....	730 00
William Porter & Son....	1,065 00
Alonzo A. Foster.....	723 50
George H. Creed.....	657 50
William A. Wheeler.....	925 00

Class No. 12, steel:

John J. Bingham.....	147 25
Wheeler & Browning.....	172 00
Alonzo A. Foster.....	*137 00
David Babcock.....	261 50
George H. Creed.....	152 00
William A. Wheeler.....	154 00

Class No. 13, pig iron:

John J. Bingham.....	540 00
Wheeler & Browning.....	490 00
William Porter & Son....	540 00
Alonzo A. Foster.....	*450 00
George H. Creed.....	600 00
William A. Wheeler.....	650 00

Class No. 14, files:

John J. Bingham.....	100 35
Wheeler & Browning.....	140 00
Alonzo A. Foster.....	95 89
George H. Creed.....	*88 80
William A. Wheeler.....	104 27

Class No. 15, paints, oils, and glass:

John J. Bingham.....	1,603 50
Wheeler & Browning.....	1,564 50
William Porter & Son....	1,717 75
Alonzo A. Foster.....	1,526 75
Clark & Pearson.....	1,490 50
David Babcock.....	1,546 65
George H. Creed.....	*1,483 50
George Ryneal.....	1,622 50

Class No. 16, ship-chandlery:

Wheeler & Browning.....	1,025 25
W. Porter & Son.....	1,053 35
Alonzo A. Foster.....	825 96
Clark & Pearson.....	829 87†
George H. Creed.....	*799 45
Boehm, Rice & Co.....	922 87

Class No. 17, hardware:

Wheeler & Browning.....	581 25
William Porter & Son....	719 00
Alonzo A. Foster.....	524 85

* Accepted.

George H. Creed.....	*\$512 25
William A. Wheeler.....	714 80

Class No. 18, stationery:

W. C. Rodgers & Co.....	1929 41
W. H. Arthur & Co.....	1,347 62
Cutter, Tower & Co.....	1,194 42
Blanchard & Mohun.....	*1,170 40
Knight & Johnson.....	1,463 29
Dempsey & O'Toole.....	†1,033 44
William A. Wheeler.....	1,590 32

Class No. 20, hay and straw:

George N. Beale.....	1,038 05
Clark & Pearson.....	*940 00
George H. Creed.....	1,303 75
P. W. Dorsey.....	1,093 00
R. C. Hewitt.....	1,096 25

Class No. 21, provender:

George N. Beale.....	1,508 50
Wheeler & Browning.....	1,547 50
William Porter & Son....	1,845 25
Clark & Pearson.....	*1,242 00
George H. Creed.....	1,754 25
P. W. Dorsey.....	1,335 50
R. C. Hewitt.....	1,431 33†

Class No. 22, charcoal:

George N. Beale.....	75 00*
Watson & Pittinger.....	450 00
Wheeler & Browning.....	90 00
William Porter & Son....	234 00
Clark & Pearson.....	120 00
William T. Clark.....	75 00
George H. Creed.....	132 00
P. W. Dorsey.....	*71 25

Class No. 25, iron work, piping, &c.:

John J. Bingham.....	*181 00
Wheeler & Browning.....	372 00
William Porter & Son....	299 00
Alonzo A. Foster.....	290 00
George H. Creed.....	218 50
William A. Wheeler.....	222 50

Class No. 27, anthracite coal:

A. R. Bass.....	2,205 00
S. P. Brown & Son.....	2,046 00
John B. Turton.....	1,905 00
Clark & Pearson.....	2,400 00
George H. Creed.....	2,100 00
William A. Wheeler.....	*1,857 00

Class No. 29, bituminous Cumberland coal:

George N. Beale.....	705 00
S. P. Brown & Son.....	694 50
John B. Turton.....	*666 00
Clark & Pearson.....	975 00
George H. Creed.....	1,035 00
William A. Wheeler.....	765 00

† Informal.

Offers for supplies for the navy yard, Pensacola, under advertisement dated June 3, 1867.

Class No. 6, white pine, spruce, juniper and cypress :

Jno. J. Bingham	\$1,198 30
Watson & Pittinger	1,208 00
S. P. Brown & Son	1,461 70
Clark & Pearson	1,283 50
David Babcock	1,167 50
Samuel L. Clapp	*1,132 50

Class No. 7, lime, hair and plaster :

Jno. J. Bingham	295 00
Alonzo A. Foster	*170 00
Wm. Porter & Son	310 00
S. P. Brown & Son	195 00
Clark & Pearson	325 00
David Babcock	325 00
Saml. L. Clapp	300 00

Class No. 8, cement :

Wm. A. Wheeler	244 00
Jno. J. Bingham	186 05
Alonzo A. Foster	213 50
Wheeler & Browning	274 50
Wm. Porter & Son	189 10
J. D. Kenney	225 70
S. P. Brown & Son	213 50
Clark & Pearson	213 50
David Babcock	183 00
Saml. L. Clapp	†183 00

Class No. 11, iron, iron spikes and nails :

Wm. A. Wheeler	756 15
J. J. Bingham	*516 07
Alonzo A. Foster	542 21
Wheeler & Browning	597 12
A. L. Avery	660 05
Geo. H. Creed	580 70
Saml. L. Clapp	607 07

Class No. 12, steel :

Wm. A. Wheeler	105 75
Jno. J. Bingham	97 29
Alonzo A. Foster	*88 12
Wheeler & Browning	116 55
A. L. Avery	169 20
Geo. H. Creed	96 46
David Babcock	101 52
Saml. L. Clapp	109 98

Class No. 14, files :

Wm. A. Wheeler	374 50
Jno. J. Bingham	214 50
Alonzo A. Foster	176 34
Wheeler & Browning	356 00
A. L. Avery	400 50
Geo. H. Creed	*171 50
Saml. L. Clapp	184 00

Class No. 15, paints, oils and glass :

Jno. J. Bingham	\$397 75
Alonzo A. Foster	408 66
Wheeler & Browning	414 11
Wm. Porter & Son	452 99
J. D. Kenney	473 94
A. L. Avery	450 75
Clark & Pearson	458 55
Geo. H. Creed	439 35
David Babcock	409 50
Saml. L. Clapp	474 06

Class No. 16, ship chandlery :

Jno. J. Bingham	2,727 99
Alonzo A. Foster	2,512 62
Wheeler & Browning	*1,744 15
Wm. Porter & Son	3,245 10
A. L. Avery	3,487 90
Clark & Pearson	1,910 94†
Geo. H. Creed	3,191 50
Saml. L. Clapp	1,894 75

Class No. 17, hardware :

Alonzo A. Foster	818 72
Wheeler & Browning	1,168 05
Wm. Porter & Son	1,175 71
A. L. Avery	1,783 50
Geo. H. Creed	*772 02
Saml. L. Clapp	951 30

Class No. 18, stationery :

W. C. Rodgers & Co.	†432 50
Wm. A. Wheeler	1,006 90
W. H. Arthur & Co.	553 21
Cutter, Tower & Co.	657 65
Knight & Johnson	*493 78
Saml. L. Clapp	639 47
H. R. Hallmark & Co.	616 34†

Class No. 20, hay and straw :

Jno. J. Bingham	1,950 00
A. L. Avery	2,400 00
S. P. Brown & Son	2,070 00
Clark & Pearson	*1,446 00
Geo. H. Creed	2,100 00
David Babcock	2,310 00
Saml. L. Clapp	1,800 00

Class No. 21, provender :

Wm. A. Wheeler	2,310 00
Jno. J. Bingham	2,028 00
Wm. Porter & Son	1,620 00
A. L. Avery	1,920 00
S. P. Brown & Son	1,638 00
Clark & Pearson	*1,200 00
Geo. H. Creed	1,560 00
David Babcock	1,470 00
Saml. L. Clapp	1,350 00

* Accepted.

† Decided by lot.

† Informal.

Class No. 23, belting, packing
and hose :

C. M. Clapp & Co.....	\$499 15
Wm. A. Wheeler.....	739 25
Alonzo A. Foster.....	573 00
Wheeler & Browning....	551 50
Wm. Porter Son.....	629 15
Clark & Pearson.....	568 65
Geo. H. Creed.....	574 00
Saml. L. Clapp.....	*405 00

* Accepted.

Class No. 24, sperm and lubri-
cating oils :

Wm. A. Wheeler.....	\$2,005 00
Jno. J. Bingham.....	1,121 98
Alonzo A. Foster.....	11,076 60
A. L. Avery.....	1,228 00
S. P. Brown & Son.....	2,269 60
Clark & Pearson.....	1,513 75
Geo. H. Creed.....	1,076 60
David Babcock.....	1,791 50
Saml. L. Clapp.....	1,213 00

† Decided by lot.

JOSEPH SMITH.

BUREAU OF YARDS AND DOCKS, *October 1, 1867.*

BUREAU OF EQUIPMENT AND RECRUITING.

BUREAU OF EQUIPMENT AND RECRUITING,
Washington, October 18, 1867.

SIR: In obedience to your order of the 15th August last, I have the honor to submit the usual annual report of the Bureau of Equipment and Recruiting, with an estimate of the amount required for the fiscal year ending June 30, 1869.

There have been seventy-three vessels equipped for sea service during the last fiscal year, twenty-three of which have been wire-rigged and fifty hemp-rigged. Of the wire-rigged vessels, twelve of classes one, two, and three have been wholly equipped, and eleven of all the classes partially equipped. Of the hemp-rigged vessels, six have been wholly, and forty-four of all the classes, respectively, have been partially equipped.

The government rope walk at Boston has supplied all the hemp-rigging used by the navy during the past year, excepting small supplies required at other stations, when the exigencies of the service would not admit of its transportation.

Four hundred and fifty-eight tons of hemp have been purchased, at a cost of \$151,997 80—four hundred and twenty-five tons of which have been manufactured into cordage.

In the last annual report reference was made to a board that had been appointed to test the comparative strength of wire and hemp rope, with a view of a more general adoption of the former for naval purposes; and although a very satisfactory report has been received so far as the trial has progressed, there are still some sizes of rope to be tested before the tables exhibiting the comparative tensile strength can be perfected. The bureau has had this matter under consideration, and from the additional information received, is persuaded that wire rigging has many advantages over hemp for all classes of vessels, but more especially for steamers.

Considering these advantages in connection with the favorable reports received from commanders of wire-rigged vessels, the bureau would recommend the purchase and putting up of machinery for the manufacture and test of wire rope, and the erection of a suitable building at one of our navy yards for this purpose.

Eleven thousand nine hundred men have been employed in the naval and coast survey service. The anticipated difficulty attending the enlistment of seamen and ordinary seamen for the navy has in some measure been realized, though but one vessel has been detained for any length of time for want of men. While the vessel referred to was awaiting to complete her complement, the landlords of sailor board-

ing-houses in New York offered to supply her deficiencies at once on the payment by the government of five dollars for each recruit delivered on board, showing that the influence of the landlords, and not the scarcity of men, was at that time controlling the enlistments.

In 1860 the average monthly enlistments of seamen and ordinary seamen were one-third greater than at present, for which various reasons may be assigned, all operating in a greater or less degree, and when combined may explain the cause.

The union of the Italian states has created a wonderful increase in their commerce, and of course a great demand for seamen; consequently men from the Mediterranean rarely enter our service. The same will apply to the North country seamen from the union of the North German states, while there are comparatively few English seamen who enter our service at all, being absorbed by their own commerce.

The advance paid in the merchant service is greater than that paid by the government, and the wages of seamen are one-third higher, and the men naturally seek the best pay.

Another known cause is the enlistment of many seamen and ordinary seamen as firemen on account of the higher pay of the latter rating; a first-class fireman receiving \$30 per month, equalling the pay of seamen in the merchant service, while a seaman in the navy receives but \$20 per month. It is also believed that the distribution of prize money since the war has induced many men of these two classes to invest their gains in farms, the cultivation of which a sailor regards as his legitimate vocation when he ceases to make the sea his home.

The bureau is of the opinion that greater inducements should be offered for seamen and ordinary seamen to enlist, as these are the only grades whose services are not readily obtained.

The most feasible method by which the sailor can be benefited seems to be to allow a bounty in clothing to the amount of \$30 for all rates except firemen and coal-heavers, there always being an ample supply of these latter ratings in the service under the present system.

The mode at present adopted of furnishing clothing to the recruit by the government and charging ten per cent. to protect it from loss, is the cause of much dissatisfaction among the men, and if abolished would tend to silence the many complaints that are made about clothing, which invariably requires to be altered before it can be worn, which is an extra tax upon the landmen, who have not the ingenuity to perform the work for themselves.

The contracts for coal for the present fiscal year call for 32,000 tons, of which 20,000 tons are to be delivered at Philadelphia at \$4 43 per ton, and 12,000 tons at New York at \$5 49 per ton.

The bureau is negotiating for the purchase of a quantity of anthracite coal at Honolulu, Sandwich islands, at a price much lower than the cost of shipment from the United States, and authority has been given for the erection of a coal shed with a view of establishing a permanent coal depot at that port. Three thousand six hundred tons of Cardiff coal have been purchased of Mr. Abecassis, at Lisbon, at lower rates than heretofore obtained, and considerably less than the cost of shipping anthracite coal from the United States.

St. Paul de Loando, west coast of Africa, is recommended as a permanent coal station, and the bureau has been informed that there will be no difficulty in obtaining a suitable location for its storage on reasonable terms, at or near the point where the government coal is now landed; 1,650 tons have been shipped to that place during the year.

The port of Pichilingue, Lower California, has been selected as a coal depot for the North Pacific squadron on account of its central location, accessibility, and the local government having offered a site without any pecuniary consider-

ation for its use. Fifteen hundred tons of anthracite coal have been landed at that port.

The station at Cape Haytien, Hayti, has been broken up on account of the exorbitant charges to which the government was subject for storage, handling, duties, &c.

Some legislation by Congress is absolutely necessary to secure the services of persons voluntarily enlisting and provide a more effective punishment for the crime of desertion from the navy, which practice has been so extensively resorted to since the termination of the war, that it has become a systematized swindle upon the government. It frequently happens that a man enlists for three years, draws a large advance in money and clothing, and then deserts and enlists under another name, drawing another advance and outfit. Although it has been customary to furnish the several naval rendezvous with descriptive lists of such deserters in order to detect them when offering to enlist under another name, the practice has met with no results and has been abandoned, as their office files have become so voluminous that they cannot be consulted without subjecting all recruits offering themselves to a tiresome and annoying delay, which would be a greater detriment to the service than the detection of a few would be beneficial to the government.

When a deserter is apprehended his account is taken up from the date of his appearance on board, and although he may have been absent eighteen months, the term of his enlistment is not affected by it and he is discharged at its expiration. There is no punishment that can be inflicted upon a deserter without trial by a general court-martial, a method too expensive and tedious for general adoption. The army regulations require a deserter to serve the government the full term for which he enlisted, and the law also provides that persons of the age of eighteen years may be enlisted without the consent of parents or guardians, both of which enactments are recommended for the navy.

An estimate has been made for another clerk in the bureau, as recommended in my last report. The labors of the past year have conclusively demonstrated that the present force is entirely inadequate to perform the work of the bureau properly. Little or no progress has been made towards bringing up the back work caused by the insufficiency of the clerical force during the war, and the labors of the bureau are greatly increased by its assignment to the entire charge and direction of affairs pertaining to it at the different navy yards, requiring a system of accounts of equipment stores and books never before kept, showing the cost of equipping every vessel in the navy and of maintaining her while in commission.

I have the honor to be, very respectfully, your obedient servant,

M. SMITH, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

E. & R. No. 1.

Estimate for the amount required for the expenditures of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1869.

Salary of chief clerk, act July 5, 1862.....	\$1,800
Salary of one fourth-class clerk.....	1,800
Salary of two third-class clerks, at \$1,600.....	3,200
Salary of two second-class clerks, at \$1,400.....	2,800
Salary of three first-class clerks, per act July 23, 1866.....	3,600
Salary of messenger.....	1,000
Salary of laborer, per act July 25, 1864.....	720
	<hr/>
	14,920

For amount respectfully submitted as increase to salary to chief clerk.....	\$400
For amount for an additional third-class clerk.....	1,600
	<hr/>
	16,920
For contingent expenses.....	1,000
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	17,920
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Appropriation for the year ending June 30, 1868.....	15,670
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E. & R. No. 2.

Estimate of the pay of civil officers under the cognizance of the Bureau of Equipment and Recruiting at navy yards and stations for the fiscal year ending June 30, 1869.

PORTSMOUTH, N. H.

Clerk to equipment officer.....	\$1,500
Time clerk.....	1,200
Store clerk.....	1,000

BOSTON.

Superintendent of rope-walk.....	1,900
Clerk to equipment officer.....	1,500
Time clerk.....	1,200
Store clerk.....	1,200
Store clerk.....	1,000

NEW YORK.

Clerk to equipment officer.....	1,500
Time clerk.....	1,200
Two store clerks, at \$1,200.....	2,400
One store clerk.....	1,000

PHILADELPHIA.

Clerk to equipment officer.....	1,500
Time clerk.....	1,200
Store clerk.....	1,000

WASHINGTON.

Clerk to equipment officer.....	1,500
Time clerk.....	1,300
Two store clerks.....	2,400
One master smith.....	1,500
One master galley maker.....	1,500

NORFOLK.

Clerk to equipment officer.....	1,500
Time clerk.....	1,000
Store clerk.....	1,000

PENSACOLA.

Clerk to equipment officer.....	1,500
Store clerk.....	1,000

MARE ISLAND.

Clerk to equipment officer.....	1,500
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	36,000
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E. & R. No. 3.

Estimate for pay of petty officers, seamen, &c., including the engineer corps required for vessels proposed to be kept in commission, for the fiscal year ending June 30, 1869.

Appropriation for the year ending June 30, 1868.....	\$4,500,000 00
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Estimate for the year ending June 30, 1869, being for 15,000 at \$300 per annum.....	\$4,500,000 00
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E. & R. No. 4.

For the purchase of hemp and other materials, &c., for the manufacture of cordage, for the fiscal year ending June 30, 1869.

For the purchase of 500 tons hemp, &c., &c. \$400,000 00

E. & R. No. 5.

Estimate of coal for the use of the navy, with the expenses of transportation, superintendent, storage, labor, &c., thereon.

For the purchase of coal and the transportation and expenses, &c., &c., thereon, for seventy steam vessels, at 500 tons per annum. \$900,000 00

E. & R. No. 6.

Estimate of the amount required for the purchase of articles for the equipment of vessels in the navy for the fiscal year ending June 30, 1869.

For the purchase of various articles of equipment, viz: wire rope and machinery for its manufacture, hides, cordage, canvas, leather, iron, cables and anchors, furniture, galleys, hose, &c., and for the payment of labor, &c., in equipping vessels and manufacture of articles in the navy yards pertaining to this bureau \$1,700,000 00

E. & R. No. 7.

Estimate of the amount required under the contingent fund for the fiscal year ending June 30, 1869.

Appropriation for the year ending June 30, 1868 \$500,000 00

Estimate for the year ending June 30, 1869.

For expenses that may accrue for the following purposes, viz: for freight and transportation of materials and stores for Bureau of Equipment and Recruiting, expenses of recruiting, transportation of enlisted men, printing, postage, advertising, telegraphing, and stationery for Bureau of Equipment and Recruiting, apprehension of deserters, assistance to vessels in distress \$500,000 00

RECAPITULATION OF ESTIMATES.

Salaries.....	\$16,920
Contingent	1,000
	<u>17,920</u>

NAVAL SERVICE.

Pay of enlisted men.....	\$4,500,000
Pay of civil officers at navy yards.....	36,000
Hemp and other materials	400,000
Coal for the navy	900,000
Equipment of vessels	1,700,000
Contingent.....	500,000
	<u>8,036,000</u>

M. SMITH, *Chief of Bureau.*

BUREAU OF EQUIPMENT AND RECRUITING, September 15, 1867.

E. & R. No. 8.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES UNDER THE COGNIZANCE OF THE BUREAU OF EQUIPMENT AND RECRUITING, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard, Kittery, Maine, under advertisement dated July 9, 1867.

Class No. 1, flax canvas and twine:

De Groot & Peck.....	\$12,394 00
Joseph L. Savage.....	12,144 50
William A. Wheeler.....	*11,775 00
Brand & Gihon.....	15,650 00
Benjamin Y. Pippy.....	13,070 00

Class No. 2, cotton canvas:

Joseph L. Savage.....	3,272 50
John J. Bingham.....	3,379 00
William A. Wheeler.....	3,237 75
Theodore Polhemus.....	*2,917 00
Benjamin Y. Pippy.....	3,599 75

Class No. 7, cooking utensils:

Joseph L. Savage.....	115 50
William Porter & Sons.....	87 00
Wheeler & Browning.....	120 00
Alonzo A. Foster.....	51 60
John J. Bingham.....	*46 92
William A. Wheeler.....	64 80
Hyatt & Spencer.....	51 00

Class No. 10, leather:

Joseph L. Savage.....	255 00
William Porter & Sons.....	225 00
Wheeler & Browning.....	210 00
Alonzo A. Foster.....	240 00
John J. Bingham.....	240 00
William A. Wheeler.....	372 00
C. M. Clapp & Co.....	*180 00
Hyatt & Spencer.....	300 00

Class No. 20, brushes:

Joseph L. Savage.....	334 25
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William Porter & Sons....	\$279 95
Wheeler & Browning....	254 00
Alonzo A. Foster.....	*158 00
John J. Bingham.....	281 95
William A. Wheeler.....	402 75
Hyatt & Spencer.....	280 75

Class No. 22, stationery:

William C. Rogers & Co.....	*141 90
William A. Wheeler.....	236 25
William H. Arthur & Co.....	170 95
John M. Whittemore.....	177 30

Class No. 23, hardware:

Joseph L. Savage.....	148 50
William Porter & Sons.....	174 63
Wheeler & Browning.....	203 00
Alonzo A. Foster.....	168 90
John J. Bingham.....	144 92
William A. Wheeler.....	147 30
Hyatt & Spencer.....	*140 85

Class No. 24, ship chandlery:

Joseph L. Savage.....	1,336 00
William Porter & Sons.....	1,283 33
Wheeler & Browning.....	1,582 45
Alonzo A. Foster.....	*1,004 81
John J. Bingham.....	1,062 72
William A. Wheeler.....	1,167 73
Hyatt & Spencer.....	1,012 30

Class No. 32, galley iron:

Joseph L. Savage.....	1,232 43
Wheeler & Browning.....	1,507 16
Alonzo A. Foster.....	1,113 17
William A. Wheeler.....	*1,016 47

Offers for supplies for the navy yard at Charlestown, Mass., under advertisement dated July 9, 1867.

Class No. 1, flax canvas and twine:

Joseph L. Savage.....	*\$10,378 00
William A. Wheeler.....	14,755 00
Brand & Gihon.....	16,814 00
Benjamin Y. Pippy.....	12,205 00

Class No. 2, cotton canvas:

Joseph L. Savage.....	26,225 50
John J. Bingham.....	26,674 00

William A. Wheeler.....	\$26,238 75
Theodore Polhemus.....	*23,738 56
Benjamin Y. Pippy.....	28,751 80

Class No. 3, iron, steel, &c.:

Joseph L. Savage.....	1,431 45
Wheeler & Browning.....	1,431 58
Alonzo A. Foster.....	1,412 86
John J. Bingham.....	1,574 11
William A. Wheeler.....	1,527 37
George Adams.....	*1,378 90

*Accepted.

Class No. 7, cooking utensils :

Joseph L. Savage.....	\$1,040 70
William Porter & Sons...	1,413 10
Wheeler & Browning....	1,713 75
Alonzo A. Foster.....	1,161 75
John J. Bingham.....	1,268 80
William A. Wheeler.....	1,109 15
Hyatt & Spencer.....	*806 64

Class No. 10, leather :

Joseph L. Savage.....	3,080 70
William Porter & Sons...	3,106 50
Wheeler & Browning....	4,722 30
John J. Bingham.....	4,083 60
William A. Wheeler.....	4,473 30
C. M. Clapp & Co.....	*3,077 70
George Adams.....	3,418 50
Hyatt & Spencer.....	5,014 50

Class No. 14, ox hides for rope :

Joseph L. Savage.....	9,000 00
William Porter & Sons...	14,400 00
John J. Bingham.....	*8,800 00
William A. Wheeler.....	15,600 00
C. M. Clapp & Co.....	9,000 00
George Adams.....	8,880 00
Hyatt & Spencer.....	20,000 00

Class No. 16, soap and tallow :

Joseph L. Savage.....	386 00
John J. Bingham.....	341 75
William A. Wheeler.....	362 00
George Adams.....	362 50
Hyatt & Spencer.....	356 50
Mullet & Bradbury.....	*337 75

Class No. 20, brushes :

Joseph L. Savage.....	614 80
William Porter & Sons...	559 66

Alonzo A. Foster.....	*\$481 20
John J. Bingham.....	671 20
William A. Wheeler.....	573 04
Hyatt & Spencer.....	1,823 30

Class No. 22, stationery :

William C. Rogers & Co.	643 30
William A. Wheeler.....	*611 50
William H. Arthur & Co..	698 50
Abram E. Cutter.....	864 38
John M. Whittemor & Co	854 74

Class No. 23, hardware :

Joseph L. Savage.....	1,741 22
Wheeler & Browning....	1,983 35
Alonzo A. Foster.....	1,491 18
John J. Bingham.....	1,697 42
William A. Wheeler.....	1,795 19
Hyatt & Spencer.....	*1,345 14

Class No. 24, ship chandlery :

Joseph L. Savage.....	6,708 05
William Porter & Sons...	7,801 90
Wheeler & Browning....	9,293 20
Alonzo A. Foster.....	*5,090 70
John J. Bingham.....	5,998 51
William A. Wheeler.....	7,009 57
Hyatt & Spencer.....	7,014 62

Class No. 29, firewood :

S. & E. Knight.....	6,307 50
S. P. Brown & Son.....	*4,230 00
William A. Wheeler.....	7,086 00
Samuel Oakman.....	5,737 50
Watson & Pittinger.....	7,215 00

Offers for supply at the navy yard, Brooklyn, N. Y., under advertisement of July 9, 1867.

Class No. 1, flax canvas and twine :

Joseph L. Savage.....	\$89,230 00
DeGroot & Peck.....	84,615 50
William A. Wheeler.....	*81,710 00
Brand & Gibon.....	109,155 00
Benjamin Y. Pippy.....	94,750 00

Class No. 2, cotton canvas and twine :

Joseph L. Savage.....	77,790 00
John J. Bingham.....	80,160 00
William A. Wheeler.....	78,547 50
Theodore Polhemus.....	*71,244 00
Benjamin T. Pippy.....	82,922 00

Class No. 3,† iron, &c. :

Joseph L. Savage.....	1,239 00
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Wheeler & Browning....	\$1,074 50
Alonzo A. Foster.....	1,375 12
John J. Bingham.....	1,281 75
William A. Wheeler.....	1,555 50

Class No. 4, tin, zinc, &c. :

Joseph L. Savage.....	1,224 50
Wheeler & Browning....	*1,113 50
William Porter & Sons...	1,243 11
Alonzo A. Foster.....	1,119 50
John J. Bingham.....	1,351 80
William A. Wheeler.....	1,363 75
Hyatt & Spencer.....	1,322 90

Class No. 7, cooking utensils :

Joseph L. Savage.....	780 00
Wheeler & Browning....	1,235 00
William Porter & Sons...	1,125 70
Alonzo A. Foster.....	827 00

* Accepted.

† Class No. 3, at New York, thrown out on account of irregularity of bids.

John J. Bingham.....	\$948 90	Class No. 23, hardware :	
William A. Wheeler.....	909 50	Joseph L. Savage.....	*\$1,111 00
Hyatt & Spencer.....	*642 50	Wheeler & Browning....	2,217 80
Class No. 10, leather, &c.:		Alonzo A. Foster.....	1,256 49
Joseph L. Savage.....	2,286 00	John J. Bingham.....	1,284 04
Wheeler & Browning....	2,104 00	William A. Wheeler.....	1,154 10
William Porter & Sons...	2,070 00	Hyatt & Spencer.....	1,204 36
John J. Bingham.....	2,328 00	Class No. 24, ship chandlery :	
William A. Wheeler.....	3,084 00	Joseph L. Savage.....	*5,249 50
C. M. Clapp & Co.....	*1,937 00	Wheeler & Browning....	11,031 50
Hyatt & Spencer.....	2,910 00	William Porter & Sons...	6,219 37
Class No. 18, soap and tallow :		Alonzo A. Foster.....	6,837 80
Joseph L. Savage.....	765 00	John J. Bingham.....	5,403 54
Wheeler & Browning....	780 00	William A. Wheeler.....	5,946 75
William Porter & Sons...	*716 25	Hyatt & Spencer.....	5,308 45
John J. Bingham.....	795 00	Class No. 27, dry goods :	
William A. Wheeler.....	750 00	Joseph L. Savage.....	523 80
Hyatt & Spencer.....	810 00	Wheeler & Browning....	833 00
Class No. 20, brushes :		John J. Bingham.....	731 80
Joseph L. Savage.....	852 00	William A. Wheeler.....	650 00
Wheeler & Browning....	1,535 00	Hyatt & Spencer.....	*509 40
William Porter & Sons...	1,375 50	Class No. 29, firewood and coal :	
Alonzo A. Foster.....	*667 00	S. P. Brown & Son.....	3,020 00
John J. Bingham.....	1,290 50	J. J. Bingham.....	3,543 00
William A. Wheeler.....	1,384 00	William A. Wheeler.....	*2,982 00
Hyatt & Spencer.....	1,435 00	Watson & Pittinger....	3,398 00
Class No. 22, stationery :		Class No. 31, neat's-foot and tar oils :	
William C. Rogers & Co.	245 25	Joseph L. Savage.....	1,240 00
William A. Wheeler.....	337 00	John J. Bingham.....	*1,013 00
Brower Brothers.....	394 85	William A. Wheeler.....	1,055 00
William H. Arthur & Co.	*204 75	Hyatt & Spencer.....	1,280 00
John M. Whittemore & Co.	335 00		

Offers for supplies at the navy yard at Philadelphia, Pa., under advertisement dated July 9, 1867.

Class No. 1, flax canvas and twine:		John J. Bingham.....	\$240 00
William A. Wheeler.....	*\$8,145 00	William A. Wheeler.....	260 00
Joseph L. Savage.....	8,341 50	Joseph L. Savage.....	200 00
Brand & Gibon.....	11,448 75	Hyatt & Spencer.....	300 00
Benjamin Y. Pippy.....	9,155 00	Wheeler & Browning....	280 00
Class No. 2, cotton canvas and twine:		Class No. 24, ship chandlery :	
John J. Bingham.....	5,318 90	William Porter & Sons...	344 95
William A. Wheeler.....	5,211 85	John J. Bingham.....	389 30
Joseph L. Savage.....	5,118 20	William A. Wheeler.....	*237 75
Theo. Polhemus.....	*4,866 15	Joseph L. Savage.....	371 75
Benjamin Y. Pippy.....	5,630 90	Hyatt & Spencer.....	390 85
Class No. 10, leather :		Alonzo A. Foster.....	364 40
William Porter & Sons...	‡200 00	Wheeler & Browning....	321 85

* Accepted.

‡ Decided by lot.

Offers for supplies at the navy yard at Washington, D. C., under advertisement dated July 9, 1867.

Class No. 2, cotton canvas, &c.:

Joseph L. Savage.....	\$11,245 00
John J. Bingham.....	11,135 00
William A. Wheeler.....	11,234 00
Theodore Polhemus.....	*9,900 00
Benjamin Y. Pippy.....	12,375 00

Class No. 4, tin and zinc:

Joseph L. Savage.....	*358 00
William Porter & Sons...	400 94
Alonzo A. Foster.....	380 00
Wheeler & Browning....	415 00
John J. Bingham.....	435 00
William A. Wheeler....	400 00
Hyatt & Spencer.....	400 00

Class No. 20, brushes, &c.:

Joseph L. Savage.....	114 00
William Porter & Sons...	83 46
Alonzo A. Foster.....	96 00
Wheeler & Browning....	153 60
John J. Bingham.....	91 50
William A. Wheeler.....	90 90
Hyatt & Spencer.....	*73 80

Class No. 22, stationery:

William C. Rogers & Co.	*247 10
Wheeler & Browning....	316 25
William A. Wheeler.....	292 00
William H. Arthur & Co.	284 25

Class No. 23, hardware:

Joseph L. Savage.....	*688 47
Alonzo A. Foster.....	699 19
Wheeler & Browning....	913 25
John J. Bingham.....	738 04
William A. Wheeler.....	743 26
Hyatt & Spencer.....	737 47

Class No. 24, ship chandlery:

Joseph L. Savage.....	439 55
William Porter & Sons...	711 29

Alonzo A. Foster.....	*\$409 50
Wheeler & Browning....	869 25
John J. Bingham.....	650 54
William A. Wheeler.....	591 45
Hyatt & Spencer.....	677 48

Class No. 29, firewood and coal:

S. P. Brown & Son.....	*12,369 00
William A. Wheeler.....	12,613 00
Watson & Pittinger.....	16,350 00

Class No. 32, galley iron and steel:

Joseph L. Savage.....	2,327 00
Wheeler & Browning....	2,482 50
William A. Wheeler.....	*2,009 00

Class No. 33, pig iron:

Joseph L. Savage.....	*4,200 00
William Porter & Sons...	4,499 00
Wheeler & Browning....	4,750 00
Charles L. Oudeleys....	4,849 00
John J. Bingham.....	4,894 00
William A. Wheeler.....	4,925 00
Watson & Pittinger.....	7,500 00

Class No. 34, chain iron:

Joseph L. Savage.....	*13,745 50
Wheeler & Browning....	16,492 50
Wyeth & Bro.....	13,753 55
William A. Wheeler.....	16,773 00

Class No. 35, sand:

William A. Wheeler.....	*472 00
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Class No. 36, charcoal:

S. P. Brown & Son.....	*165 00
William Porter & Sons...	285 00
Wheeler & Browning....	187 50
William A. Wheeler.....	435 00
Watson & Pittinger.....	367 50
John L. Moore.....	172 50

Offers for supplies at the navy yard at Norfolk, Va., under advertisement dated July 9, 1867.

Class No. 2, cotton canvas and twine:

John J. Bingham.....	\$8,555 26
Joseph L. Savage.....	8,196 50
William A. Wheeler.....	8,291 50
Theodore Polhemus.....	*7,510 34
Benjamin T. Pippy.....	8,878 10

Class No. 3, iron, &c.:

John J. Bingham.....	537 50
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Joseph L. Savage.....	\$577 00
Wheeler & Browning....	500 00
Alonzo A. Foster.....	*456 47
William A. Wheeler.....	530 00

Class No. 4, tin:

William Porter & Sons...	391 45
John J. Bingham.....	444 50
Joseph L. Savage.....	400 00
Wheeler & Browning....	*375 00
Alonzo A. Foster.....	385 00

*Accepted.

William A. Wheeler.....	\$400 00	Hyatt & Spencer.....	\$1,142 25
Hyatt & Spencer.....	417 50		
Class No. 7, cooking utensils :		Class No. 23, hardware :	
William Porter & Sons...	578 00	William Porter & Sons...	1,052 16
John J. Bingham.....	639 15	John J. Bingham.....	833 74
Joseph L. Savage.....	358 75	Joseph L. Savage.....	*754 80
Wheeler & Browning....	700 00	Wheeler & Browning....	1,642 40
Alonzo A. Foster.....	*316 25	A. A. Foster.....	758 55
William A. Wheeler.....	508 50	William A. Wheeler.....	870 20
Hyatt & Spencer.....	412 50	Hyatt & Spencer.....	900 77
Class No. 10, leather :		Class 29, firewood :	
William Porter & Sons...	*980 25	William Porter & Sons...	*1,048 00
John J. Bingham.....	1,050 00	John J. Bingham.....	1,800 00
Joseph L. Savage.....	1,063 50	S. P. Brown & Co.....	1,275 00
Wheeler & Browning....	1,423 50	Wheeler & Browning....	1,500 00
William A. Wheeler.....	1,292 65	William A. Wheeler.....	1,950 00
C. M. Clapp & Co.....	1,167 00	Watson & Pittinger.....	1,090 00

Offers for anthracite coal for the navy, to be delivered at New York and Philadelphia under advertisement dated May 27, 1867.

AT NEW YORK.		AT PHILADELPHIA.	
	Per ton.		Per ton.
S. P. Brown & Son.....	\$5 85	S. P. Brown & Son.....	\$4 47
William A. Wheeler.....	*5 49	William A. Wheeler.....	4 51
Tyler & Co.....	5 60	John Rommel, jr.....	4 81½
John Rommel, jr.....	5 93½	Tyler & Co.....	4 53
George C. Mitchell.....	5 93	George C. Mitchell.....	*4 43
Albert R. Bass.....	5 64		

*Accepted.

BUREAU OF NAVIGATION.

BUREAU OF NAVIGATION, NAVY DEPARTMENT,
Washington, October, 1867.

SIR : I have the honor to submit the following report of this bureau, together with estimates for its support, and for the expenditures that will probably be required in that division of the naval service committed to its immediate charge, for the fiscal year ending June 30, 1869. Included in this report, and transmitted herewith, are the reports of the superintendents of the Naval Observatory and Nautical Almanac, to which I respectfully invite your attention.

BUREAU OF NAVIGATION.

The ordinary routine duties of providing, distributing, and keeping the supplies coming under the cognizance of this bureau, has been satisfactorily performed at the several naval stations during the past year. The supplies of navigation stores which had accumulated prior to the spring of 1865, (to which reference was made in the last preceding report,) and which still remained undisposed of, have been carefully examined, and articles unfit for reissue and not worth repairing have from time to time been sold at public auction, and the proceeds turned into the United States treasury.

The instruments, nautical books, and other navigation supplies, kept for issue to public vessels at the several naval stations, are, in general, conveniently ar-

ranged, alike for careful preservation and ready distribution, as may be required ; for all of which a strict accountability is exacted of the officers in charge.

The charts alone are kept for issue, as required, at the hydrographic office, where they are systematically arranged, and corrected, or withdrawn, from time to time, as new data are obtained, or new editions published.

The rates of all chronometers issued to vessels of the navy are accurately determined at the Naval Observatory, and when from long use or injury they are found to be unreliable, they are condemned and withdrawn from further issue.

The subject of compass deviations has continued to receive the particular attention of the bureau. No pains have been spared to secure the most reliable instruments, to have them properly placed on board ship, and to have careful and frequent determinations of compass errors made, with reports of the same sent to the bureau. The periodical examinations and reports required to be made of all the compasses of each vessel, while in commission, giving in detail estimates of their several characteristics, will, it is believed, result in furnishing a body of reliable practical data upon which to base a satisfactory judgment hereafter. And it is hoped that, from both classes of these reports, there will be something gained in the future for increased confidence, alike in the quality of the instrument and in its use on board modern ships of war.

HYDROGRAPHY.

The important interests of the United States in the commerce of the Pacific and Indian oceans, especially in the increasing trade with China and Japan, and the prospective development of our intercourse with the territory recently acquired from Russia, would seem to demand the active co-operation of this government with Great Britain, and with all other European powers, now engaged in smoothing the way to the commerce of all nations, by making careful surveys of the coasts and harbors bounding and lying upon these waters. The charts of the coasts of China, Japan, and of the late Russian possessions in America, are far from being complete or reliable ; and, with the present state of our knowledge of the navigable waters of those regions, they are visited at very considerable risk of both life and property.

Our regular cruisers may contribute, and they are even now contributing considerably to our stock of nautical information in those directions ; and so far as obtainable this information is being disseminated among navigators. But in view of the great extent of coast line of the newly acquired territory, the large amount of capital invested in the Chinese and Japanese trade, the great number of suspected dangers, many of which being of doubtful existence, and those actually existing seldom correctly placed on the charts, and the fact that large portions of these coasts, both of the continents and islands, have never been surveyed, it is believed that no more valuable or economical mode of relieving commerce of some of its embarrassments could be provided, than by at once commencing proper nautical surveys and prosecuting them vigorously, wherever needed, to render navigation safe, easy, and expeditious.

HYDROGRAPHIC OFFICE.

The Hydrographic Office, the commencement of whose operations was indicated in the report of last year, has continued the routine duties assigned to it, as originally designed. All reliable nautical information received at the department is there prepared for publication. Such charts of government surveys as are demanded are re-published under its immediate direction ; and all charts designed for publication are there prepared for the engraver's hands, the responsible charge of which, in all stages of the projecting, drawing, engraving, and printing, being committed to that office.

The repairing of nautical instruments has been transferred from the Naval Observatory to the Hydrographic Office, where a workshop has been suitably fitted; and good progress has already been made in refitting, cleaning, and adjusting the more delicate instruments found, when turned in from previous ship's use, to require this attention, in order to adapt them to further reissue in a serviceable condition.

The following list of charts, &c., indicates the work done and in hand, during the past year, in that division of its duties:

Re-publications.

Wilkes's chart of Sandwich Islands, corrected.

Harbor chart of Waikae, or Hilo, Sandwich Islands, (Wilkes,) with additions and corrections.

Behring's sea and Arctic ocean, (by United States North Pacific surveying expedition,) with additions and corrections.

New publications.

North Pacific islands (by United States expedition for the survey of the route between California and China,) comprising the following: Johnson or Cornwallis island, Gaspar Rico reef, Gardiner's island, Bird island, Necker island, Maro reef, French Frigate shoal, and Laysan island.

Sketch of Cultivator shoal, survey of Commander Chandler, United States navy.

In the hands of engraver.

Aleutian archipelago, sheet No. 2, (by United States North Pacific surveying expedition.)

Preparing for publication.

Aleutian archipelago, sheet No. 3, (by United States North Pacific surveying expedition.)

Madjico Sima group, (by United States North Pacific surveying expedition.)

Harbor of Ciara, northeast coast of South America, (Simpson.)

Tsuruga harbor, west coast of Japan, (by Commodore Goldsborough, United States navy;) and

Sailing directions for various places on the west coast of Japan, recently visited by the United States steamer Shenandoah, Commodore J. R. Goldsborough.

The remaining unreduced work of the late North Pacific survey, under the command of Commander (now Commodore) John Rodgers, United States navy, has been so nearly finished and placed in the hands of the engraver, that little is left to be done, beyond some compiling from the most reliable Russian authorities, to complete the chain of the Aleutian islands and the adjacent coast.

The surveys made in 1858-'59, in the United States schooner Fenimore Cooper, under the command of Lieutenant J. M. Brooke, United States navy, have been reduced and published.

The United States steamer Lackawanna, Captain William Reynolds, United States navy, has reported that a number of supposed dangers in the track of vessels from Honolulu to Brooks's island do not exist; and that officer is now engaged in making a careful survey of Brooks's island, lying in the track of vessels bound from San Francisco to China. The results of preliminary surveys and examinations of various places visited by the United States steamer Shenandoah, Commodore J. R. Goldsborough, United States navy, on the coast and in the enclosed waters of Japan, have been recently reported by Rear-Admiral H. H. Bell, United States navy, commanding the Asiatic squadron, and will be prepared without delay and published for the use of navigators.

NAVAL APPRENTICES.

The naval apprentice system not only continues to win favor, as is shown by the increasing number of applicants for enlistment, but its usefulness becomes more apparent as sufficient time is furnished for the development of its educational training, and for showing its adaptation to the wants of the naval service. And its results to the apprentices themselves are already evidenced in the progress made, by a majority of them, in acquirements and general aptitude, of a kind to practically fit them for the duties of a seaman.

NAVAL ACADEMY.

The annual report of the superintendent of the Naval Academy, addressed to the Secretary of the Navy, exhibits the condition of that institution to the close of the last academic year.

The new chapel, and the additional quarters for midshipmen, authorized by late acts of Congress, are under construction by contract.

NAVAL OBSERVATORY.

The work done at, and suggestions made in reference to, the Naval Observatory, are fully set forth in the report of the superintendent.

NAUTICAL ALMANAC.

The report of the superintendent of the Nautical Almanac shows that progress has been made, during the past year, towards a more extended advance publication of the almanac. The purpose is to have it available for issue to navigators at least three years in advance of the time of using it.

I have the honor to be, very respectfully, your obedient servant,

THORNTON A. JENKINS,

Chief of Bureau.

HON. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES NAVAL OBSERVATORY,

Washington, October 10, 1867.

SIR: I have the honor to submit the following report of the work of this observatory during the past year. The estimates have already been handed in, a copy of which is hereunto appended.

ASTRONOMICAL WORK.

The routine of work which existed under the superintendency of my predecessor, Rear-Admiral C. H. Davis, whom I relieved on the 15th of May last, has been continued.

The Equatorial.—This instrument has been under the charge of Mr. James Ferguson, assistant astronomer, aided by Professor J. R. Eastman. It has been chiefly employed, as usual, in the observation of the smaller and more recently discovered asteroids. Of these, there have been observed Thisbe, Concordia, Niobe, (89), Bellona, Erato, Isis, Ariadne, and Hesperia. The number of observations of each, except Thisbe and (89), has been less than during former years; and the observations have been made with the view of identifying the planets when they were faint, or when the ephemerides were defective.

All occultations, when not obscured by clouds, have been observed; and the work on the Pleiades has been prosecuted whenever an opportunity occurred.

The first months of 1867 were unfavorable for observing. Several comparisons of stars about the variable star in Corona Borealis were made from time to time; and in April, observations were made of the angle of position of the companion of Sirius, and of its distance from that star.

A portion of each favorable night has been devoted to searching for comets and asteroids, and to general observations; but, owing to the comparatively small power of this instrument, we have not been as successful in the discovery of asteroids as other observatories with larger instruments.

All the computations have been made by the assistant astronomer, and the work for 1866 is ready for the printer.

The impetus given to scientific inquiry by the recent developments of the spectroscope, in regard to the chemical analysis of the heavenly bodies, renders it very desirable that this institution should be provided with such an instrument. Accordingly, the cost of a spectroscope, to be attached to the equatorial, has been introduced into the special estimates for the year.

The Transit Circle.—The work of “a more accurate determination of the positions of the stars in the American Ephemeris” takes about half the labor of the instrument, and will be completed with the year 1869 or 1870.

The work of determining the positions of 350 stars, required by the Coast Survey in determining the latitudes of its stations, is nearly done, and will be finished before the close of the year.

The observations of planets and asteroids have been continued as during last year, except that attention is confined to those asteroids which, through their position or their minuteness, may escape the scrutiny of European astronomers.

During 1866, 4,470 observations of heavenly bodies were made; besides 650 observations of the nadir point and collimators, for the determination of the zenith point of the instrument, and more than a hundred determinations of the level and collimation errors.

Up to the date of this report, the number of celestial observations in 1867 is nearly 4,000. The estimated number for the year is 5,000—the determination of the Coast Survey stars requiring more than 1,000 observations.

As a general rule, reductions keep pace with the observations, at an interval of a month. The observations for 1866 are ready for the printer, except some general revision. At the present time, however, the reductions have fallen behind two months, owing to the illness of one of the aids, and the press of extra work.

Two laborious pieces of extra work have just been completed:

1. *The description of the transit circle, with an investigation of its constants*—The investigation is believed to be the most elaborate and severe to which an astronomical instrument was ever subjected. It is now passing through the press, as an appendix to the volume of observations for 1865.

2. *An investigation of the distance of the sun.*—Not only is this distance the only element through which we know anything of the distance of a single body beyond the moon, but it is a necessary element in the reduction of every observed declination of the sun or a planet. It is an element the exact value of which was altogether in an unsettled state. More than ten years since, the startling announcement was made by Hansen that the lunar theory indicated an error of more than one-thirtieth in the value of the solar parallax, which had, for a generation, been received with unquestioned confidence by astronomers. A few years afterwards, Le Verrier was led to the same conclusion, by his investigations of the planetary theories. The correction indicated by these researches was a reduction of the distance by three or four millions of miles.

In 1862, a general co-operative effort was made by the principal observatories of the world to fix this important element by corresponding observations of Mars in the two hemispheres of the earth.

Two independent plans of observation were proposed: one by Captain Gilliss, from this establishment; the other by Dr. Winnecke, from the Central Russian

Observatory at Pulkowa. The latter was more extensively adopted, though a sufficient number of observations were made on Captain Gilliss's plan to give a very valuable result. Their result, as deduced by Professor Hall, gave for the parallax $8''.84$; showing that the supposed diminution of the sun's distance was real, but not as great as Hansen and Le Verrier had indicated.

Up to last winter, no general discussion of the observations, made according to the Pulkowa plan, had been attempted. Discussions of detached portions of the series had, indeed, been made by Mr. Ferguson here; by Mr. Stone, at the Greenwich Observatory, and by Dr. Winnecke himself; but as more than half the observations were not employed in either of these discussions, the results could not, in any way, be regarded as final.

A definitive value of the parallax being a desideratum, an arrangement was last winter made between Admiral Davis and M. Struve, by which the entire work of the discussion was placed in the hands of Professor Newcomb. Besides discussing the Mars observations, the required element was deduced by all the other known methods. The following are the separate results for the sun's mean parallax:

From Mars observations, by the Pulkowa plan.....	8.852
From Mars observations, by the Washington plan (Professor Hall).....	8.842
From the parallactic equation of the moon.....	8.835
From the lunar equation of the earth.....	8.809
From the transit of Venus in 1769 (Powalky).....	8.860

The concluded value, from a combination of all the results, is $8''.85$, with a possible error of not more than two or three hundredths of a second, corresponding to a distance of the sun of 92,360,000 miles.

In the computations for the solar parallax, Mr. C. Thirion rendered material assistance, in addition to his other duties as aid. The observations with the transit circle have been made principally by Professors Newcomb and Hall, and Mr. Thirion. Mr. Rogers assisted in the reductions, and observed during the absence of Professor Newcomb. The work of copying the observations for the press has been done by Captain Whiting and Professor Beecher.

The mural circle and the transit instrument are in charge of Professor Yarnall, assisted by Mr. Doolittle. The former instrument has been employed in determining the declinations of stars, the right ascensions of which had already been determined with the transit instrument. Considerable progress has been made towards supplying this co-ordinate; and in another year the general catalogue will be so far advanced that the printing of it may be commenced. It is proposed to observe again next year, with the transit instrument, the right ascensions of a large number of stars the declinations of which have been determined in past years. The reduction of the mural circle observations was made by Mr. Doolittle. Besides the current work, Professor Yarnall has been diligently engaged in the work of arranging and preparing the general catalogue for the press. He also during the year superintended the publication of the observations made with the transit instrument in 1865, and prepared the introduction to that work.

METEOROLOGICAL OBSERVATIONS.

This work is under the immediate supervision of Professor Eastman, in addition to his astronomical duties. The instruments in use during the year were a mercurial barometer; *dry*, *wet*-bulb, and sun thermometers; wind vane, and rain-gauge. These instruments, except the rain-gauge, have been observed every three hours, beginning at midnight, by the watchmen, of whom the utmost care is required in the discharge of this portion of their duties.

The transcripts from the journal, and the computation of results, have all

been made by the officer in charge, and the results of the observations of 1866 are ready for the press. This officer also compared the self-registering maximum and minimum thermometers furnished from the observatory to our naval vessels.

Very much remains to be done that is desirable to accomplish for the advancement of meteorological science in this institution.

Correct observations must first be obtained in order to deduce true meteorological laws; and *hourly* observations of atmospheric *pressure* and *temperature*, and of the *direction* and *velocity* of the wind, for at least *five* years, are absolutely essential to the proper determination of the meteorological constants, and the true knowledge of the daily and yearly fluctuations at any station.

To attain these results with our present system of observation, and with the instruments on hand, is almost impossible; and our only remedy seems to be to resort to self-registering instruments. These are being used with success in all the first-class institutions in Europe, and are beginning to be properly recognized in this country.

The naval service of the United States, and the merchant service, are alike deeply interested in meteorology and its advancement, as they are in astronomy; and while this is a naval institution, and the only government institution of the kind in the country, it seems most proper, and in keeping with the demands of the service, the age, and of science, that the observatory should be supplied with the latest and most accurate improvements in meteorological as well as astronomical instruments.

In view, therefore, of the wants of the observatory, I recommend the purchase of suitable meteorological instruments, and have embraced in the estimates a list of them, with their cost, and that of a tower for properly mounting them.

CHRONOMETER ROOM.

Ten large receiving cases, with the standard mean-time clock and its telegraphic connections, occupy the chronometer room.

In the receiving cases are, at this date, one hundred and one (101) chronometers, running on trial, having been recently examined and cleaned. Two thirds of this number are ready for immediate service. Careful selections are always made with reference to the station to which the vessel to be supplied is assigned.

These instruments are wound and compared with the mean-time standard clock daily, and their rates entered on the comparison papers in the chronometer journal, every tenth day; and on the "trial" forms, for six months or a year, consecutively, as they are tested for repairs, or are under trial for purchase. Each receiving case contains a self-registering thermometer—the error of which has been accurately determined—by which the temperature is made available as a proof of their reliability.

The chronometer room has been recently rearranged with regard to light and ventilation. The results of "trials," thus far, show that the instruments made by Messrs. Negus, of New York city, the late Wm. Bond & Son, of Boston, and Charles Frodsham, of London, are of superior merit for accuracy and regularity of performance, under variations of temperature.

The chronometer room is in charge of Commander A. W. Johnson. For the past year, this officer has been engaged—in addition to his routine service of winding and comparing, selecting chronometers for issue as they are ordered by the bureau, and having them cleaned and repaired—in collating the history of each instrument from the date of its manufacture and purchase. Books are being prepared for these entries which when completed will give to each chronometer its correct valuation. Under this new system of accountability and method, eighty-eight (88) chronometers have been condemned as unreliable, and, by authority of the bureau, withdrawn from service.

The error of the mean-time standard clock is obtained by observations with the transit circle, every fifth day, weather permitting; and the time at noon, at 7 a. m., and at 6 p. m., is transmitted by telegraph to stations in the city; and at noon, by the different lines of wires, to the northward, eastward, and westward, and as far southward as Texas.

The instrument maker, Mr. Wm. F. Gardner, under the direction of the professors observing, is charged with keeping in working condition the astronomical instruments, the batteries, &c., and is now engaged in arranging suitable telegraphic connections for controlling a clock at the Navy Department, and causing it to beat in unison with the standard time-keeper at the observatory.

I have asked, in the estimates, for an appropriation to cover the cost of a mean-time clock and a thermo-chronometer, for use in the chronometer room. The latter instrument is compensated to run on mean-time, under a certain temperature, and to show, by its gain or loss in any given time, the mean temperature of its locality. It furnishes the means of determining daily rates in the order of temperature. Such an instrument, it may be remarked, is employed for this purpose at the Greenwich Observatory.

THE LIBRARY.

Through the liberality of Mrs. Gilliss, the widow of Captain James M. Gilliss, a former superintendent, the library has been since the last report increased beyond the additions usually made by purchases and by exchanges of the publications of the observatory. This gift has also supplied in several cases vacancies in valuable series which could have been with difficulty supplied by inquiry and outlay.

The usual number of volumes of the annual observations have been distributed. They have been the astronomical and meteorological observations for 1864, and the astronomical for 1851-'52, recently reduced. The distribution has been made partly through the courteous officers of our Department of State, and partly by those of the Smithsonian, as well as by mail; and the endeavor has been to supply observatories, scientific institutions, and men of scientific attainment at home and abroad. The list is steadily increasing; the files of the observatory hold flattering acknowledgments from observatories as far distant even as the Cape of Good Hope and Australia.

A comprehensive report on interoceanic railroads and canals, called for by the resolution of the Senate of the United States of March 19, 1866, was prepared by my predecessor, Rear-Admiral Davis, and transmitted to Hon. Secretary of the Navy on the 11th of July following. It was accompanied by a series of maps, original and compiled, illustrating "the various proposed lines of interoceanic canals and railroads."

Professor J. E. Nourse was charged by the late Superintendent with the duty of aiding in the investigation of these routes, and in the preparation of his report and of the distribution of the copies of the same, placed by resolution of the Senate at the disposal of the observatory. He has also charge of the library, and the distribution of the annual volumes of the observatory.

REORGANIZATION.

The seventh section of the act making appropriations for the naval service for the year ending 30th June, 1867, approved April 17, 1866, which enacts "that hereafter no vacancy in the grade of Professor of Mathematics in the Navy shall be filled," will seriously cripple the operations of the observatory unless some provision be made by law to fill vacancies in that corps occurring among the professors of mathematics employed at this institution.

I would propose a reorganization of the officers who are observers, as follows: In addition to the Superintendent, the following commissioned officers:

One astronomer, with the pay and allowances of a commander in the navy on shore duty.

Five (5) assistant astronomers as observers, and one (1) as librarian, (with astronomical or meteorological duties as may be required,) with the pay and allowances of lieutenant commander on shore duty.

Four (4) aids for computing and observing, with pay and allowances of master.

One secretary, with pay of \$1,800 per annum.

This plan does not call for more officers than are now employed at the observatory, except one additional aid, who was asked for by my two immediate predecessors, and the duties devolving upon that class urge me to repeat the request.

I take this occasion earnestly to recommend that the pay of the civilians engaged in astronomical and other duties at the observatory be increased. The salaries now paid to them were fixed several years ago—more than ten years in some instances. The duties performed by most of them are by no means those of clerks or computers only, but require no inconsiderable knowledge of astronomy and general science. Some of them have been many years in the public service.

On the 27th of September last, I had the sad duty to report to the department the death of Mr. James Ferguson, who had been for almost twenty years the assistant astronomer of this observatory. For his scientific ability he stood high among astronomers. He was a most efficient assistant, and to his labors much of the present high standing of this institution is due. In his death the scientific world has lost a bright ornament, the observatory a most able collaborator, and I a most esteemed personal friend and counsellor in my duties as superintendent.

Very respectfully, your obedient servant,

B. F. SANDS,

Commodore, Superintendent.

Commodore THORNTON A. JENKINS, U. S. N.,

Chief of Bureau of Navigation and Office of Detail, Navy Department.

NAUTICAL ALMANAC OFFICE,

October 10, 1867.

SIR: In compliance with your order of August 16, I have the honor to submit the following report of the work of this office during the past year:

The principal duties of the office, the chief work to be done, and the methods by which it is accomplished, remain substantially the same from year to year. Most of the computers, however, are paid, instead of annual salaries, a stipulated price for the portion of each annual ephemeris prepared by each, and their work is subjected to more thorough tests.

The large volume for 1868, in press at the time of my last report, was ready for distribution on the 3d of November. The small almanac for 1869, prepared for the use of navigators, although the greater part was sent to the printer before October, 1866, was not printed and ready for distribution until the latter part of May, 1867. The delay was incident to the transfer of the printing to another office and new compositors, and arrangements are now made by the Public Printer which, I trust, will prevent such delay in future.

The large volume for 1869 is completed and stereotyped. I am awaiting the final proofs and printing. These should be completed within a fortnight.

During the year I have been able to gain nearly three months in the preparation of the ephemeris, so that nearly all of the complete ephemeris for 1870 is now ready, and the printer has made some progress on the small almanac. All the manuscript of the latter will be in his hands before December, and the printing might be completed before January. Considerable progress has been made in the ephemerides of the sun and moon for 1871.

Tables for facilitating the reduction of places of the fixed stars, which have been used for several years in the preparation of the star ephemeris, have been completed and arranged for publication.

Tables of Harmonia have been prepared by Mr. Schubert, who continues his work on the newly discovered planets as in former years.

The great work of determining the masses and elements of the principal planets, and the revision of the tables of the moon, have been interrupted by the appointment of Professor Peirce to the superintendency of the United States Coast Survey. Arrangements for renewing them with more vigor and speedy promise of completion, I hope soon to submit to you for approval. A larger appropriation than that asked for could be very advantageously employed in pushing forward this important contribution to astronomy.

The sale of almanacs during the year has not exceeded 4,400 copies. The great decrease is attributable to the depression of the commerce of the country.

Copies of estimates for the Nautical Almanac Office for the next fiscal year, submitted to you August 27, are enclosed herewith.

I have the honor to be, very respectfully, your obedient servant,

J. H. C. COFFIN,

Professor of Mathematics, U. S. N., Sup't Nautical Almanac.

Commodore THORNTON A. JENKINS, U. S. N.

Chief of Bureau of Navigation, Washington, D. C.

ESTIMATES OF THE BUREAU OF NAVIGATION FOR THE FISCAL YEAR ENDING JUNE 30, 1869.

NAVIGATION—A.

List of papers composing the estimates for the fiscal year ending June 30, 1869.

FOR THE BUREAU.

Navigation, B.—Estimate for the support of the bureau.

FOR THE NAVAL SERVICE.

Navigation, No. 1.—Estimate for the pay of commissioned and warrant officers of the navy, and for mileage and transportation of the same.

Navigation, No. 2.—Estimate for navigation and navigation supplies.

Navigation, No. 3.—Estimate for support of the Naval Academy.

Navigation, No. 4.—Estimate for support of the Naval Observatory.

Navigation, No. 5.—Estimate for support of the Nautical Almanac.

Navigation, No. 6.—Summary of estimates from the Bureau of Navigation.

Navigation, No. 7.—Recapitulation of appropriations under the cognizance of the Bureau of Navigation.

BUREAU OF NAVIGATION, 1867.

NAVIGATION—B.

Estimate of the amount required for the support of the Bureau of Navigation for the fiscal year ending June 30, 1869.

For salary of chief of bureau, per act of July 5, 1862, section 2.....	\$3,500
For salary of chief clerk, per act of July 5, 1862, section 3.....	1,800
For salary of one clerk, (fourth class,) per act of July 23, 1866, section 8.....	1,800
For salary of one clerk, (second class,) per act of July 23, 1866, section 8.....	1,400
For salary of messenger, per act of July 5, 1862, and per act of July 23, 1866, section 7.....	1,000
For wages of laborer, per act of February 25, 1863, and per act of July 23, 1866, section 7.....	720

10,220

For amount respectfully submitted as increase of salary of chief clerk.....	\$400
For contingent expenses of bureau.....	2,400
For salary of one clerk, (third class,) respectfully submitted.....	1,600
Total.....	14,620
Appropriated for year ending June 30, 1868.....	<u><u>\$12,620</u></u>

BUREAU OF NAVIGATION, 1867.

NAVIGATION—No. 1.

Estimate of the amount required under the head Pay of the Navy, for the payment of commissioned and warrant officers at sea, on shore, on special service, and of those on the retired list and unemployed, and for mileage or transportation of officers travelling under orders.

For the fiscal year ending June 30, 1869.....	<u><u>\$6,160,560</u></u>
Amount appropriated for the year ending June 30, 1868.....	<u><u>\$6,326,280</u></u>

BUREAU OF NAVIGATION, 1867.

NAVIGATION—No. 2.

Estimate of the amount required for navigation and navigation supplies, and for purposes incidental to navigation, for the fiscal year ending June 30, 1869.

1. For compass stations, and for repairs and care of same.....	\$4,000
2. For services and materials for correcting compasses on board of vessels, and for testing compasses on shore.....	3,500
3. For nautical and astronomical instruments, for nautical books, maps, and charts, and sailing directions, and for repairs of instruments for vessels of war.....	15,000
4. For books for libraries for vessels of war, and for books and stationery for naval apprentices.....	4,500
5. For binnacles, pedestals, and other appurtenances of ships' compasses to be made in the yards.....	6,000
6. For bunting and other material for flags, and for making and repairing flags of all kinds for the navy.....	7,500
7. For navy signals other than signal flags, namely, signal lanterns, lights, rockets, and apparatus of all kinds for signal purposes; for drawings and engravings for signal books.....	9,000
8. For logs, log lines, log reels, log paper, and sand glasses; for leads, lead reels, lead lines, armings for leads, and other sounding apparatus, and for running lights, (side and head lanterns prescribed by law).....	8,000
9. For musical instruments for vessels of war.....	2,000
10. For commanders' and navigators' stationery for vessels of war.....	10,000
11. *For oil for vessels of war, other than for engineer department.....	69,500
12. *For local and foreign pilotage for vessels of war.....	81,000
13. For lamps and lanterns of all kinds; for binnacles, standard compasses, and tops; for lamps for cabins, wardroom, and other quarters for officers, and for decks, holds, and storerooms; and for lampwicks, chimneys, shades, and other appendages.....	12,000
14. For pay of laborers employed on navigation duty at navy yards; for freight and transportation of navigation materials, instruments, books, and stores; for postage on public letters; for telegraphing on public business; for advertising for proposals; for packing-boxes and material; for blank books, forms, and stationery at navigation offices, and for incidental expenses not otherwise mentioned.....	13,850
15. †For purchase of hydrographic building and ground.....	30,000
16. For preparing and publishing maps, charts, and nautical books, as per act approved June 21, 1866, chapter CXXIX.....	25,000
17. For salaries of eight clerks employed on navigation duty, including one at each of the following navy yards and stations, viz., Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk, Pensacola, and Mare island.....	12,000
Total.....	312,850
Appropriated for fiscal year ending June 30, 1868.....	<u><u>\$285,850</u></u>

*Transferred from Bureau of Equipment and Recruiting.

†Submitted.

ESTIMATES FOR THE SUPPORT OF THE UNITED STATES NAVAL ACADEMY
FOR THE FISCAL YEAR ENDING JUNE 30, 1869.

NAVIGATION—No. 3.

Estimate of the amount required for the pay of professors, assistant professors, and others on duty at the United States Naval Academy, for the fiscal year ending June 30, 1869, chargeable to the appropriation for the support of the Naval Academy.

1 professor of mathematics	\$1,800 00
7 assistant professors of mathematics	9,800 00
1 professor of astronomy, navigation, and surveying	1,800 00
1 assistant professor of astronomy, navigation, &c.	1,400 00
1 professor of natural and experimental philosophy	1,800 00
2 assistant professors of natural and experimental philosophy	2,800 00
1 professor of ethics and English studies	1,800 00
9 assistant professors of ethics and English studies	12,600 00
1 professor of the French language	1,800 00
5 assistant professors of the French language	7,000 00
1 professor of the Spanish language	1,800 00
2 assistant professors of the Spanish language	2,800 00
1 professor of drawing and draughting	1,800 00
3 assistant professors of drawing and draughting	4,200 00
1 sword master	1,200 00
2 assistant sword masters	1,600 00
1 boxing master	800 00
1 assistant librarian	1,400 00
1 secretary	1,600 00
1 clerk to the superintendent	1,200 00
2 clerks (one at \$1,000 and one at \$800)	1,800 00
1 clerk to the commandant of midshipmen	800 00
1 clerk to the paymaster	1,000 00
1 clerk to aid in auditing accounts of midshipmen quartered in school ships ..	600 00
1 clerk to paymaster in charge of stores	1,000 00
1 writer to paymaster in charge of stores, at \$3 per diem	1,095 00
1 commissary to subsist the midshipmen	288 00
1 messenger to the superintendent	480 00
1 armorer	529 50
1 gunner's mate	469 50
1 quarter gunner	409 50
1 cockswain	469 50
1 apothecary of the first class	750 00
1 cook for midshipmen's mess	325 50
2 seamen to assist armorer and attend in department of infantry tactics ..	699 00
1 seaman to attend in department of seamanship, and for police duties, &c. ..	349 50
1 band master	529 00
12 musicians of the first class	6,264 00
7 musicians of the second class	2,100 00
2 drummers, } musicians of the first class	1,044 00
1 fifer..... }	
	<hr/> 82,001 00
Pay of professors and others	\$82,001 00
Amount appropriated for fiscal year ending June 30, 1868	76,706 00
Excess	<hr/> 5,295 00

Difference reconciled as follows :

Increase recommended.

1 assistant professor of natural and experimental philosophy	\$1,400 00
1 assistant professor of the Spanish language	1,400 00
Increase to the assistant librarian	400 00
1 clerk to paymaster in charge of stores	1,000 00
1 writer to paymaster in charge of stores, at \$3 per diem	1,095 00
Total increase recommended	<hr/> 5,295 00

Estimate for the wages of watchmen, attendants at the gas and steam heating works, and others on duty at the Naval Academy, for the fiscal year ending June 30, 1869.

1 captain of the watch, at \$2 50 per diem	\$912 50
4 watchmen, at \$2 25 per diem	3,285 00
1 foreman of gas and steam-heating works, at \$4 per diem	1,460 00
10 attendants at the gas and steam-heating works at academy and school ships, one at \$3 25, three at \$3, and six at \$2 50 per diem	9,946 25
3 joiners, at \$3 50 per diem	3,832 50
2 painters, at \$3 50 per diem	2,555 00
2 masons, at \$3 50 per diem	2,555 00
1 tinner, at \$3 per diem	1,095 00
1 gas-fitter, at \$3 per diem	1,095 00
1 blacksmith, at \$3 per diem	1,095 00
1 mechanic at workshop, at \$2 25 per diem	821 25
1 master laborer to keep public grounds in order, &c., at \$2 28 per diem	832 20
14 laborers to assist in same, three at \$2, and eleven at \$1 75 per diem	9,216 50
1 laborer to superintend midshipmen's quarters, public grounds, &c., at \$2 28 per diem	832 20
4 attendants for recitation rooms, library, chapel, and offices, at \$20 per month	960 00
20 servants to keep in order and attend to midshipmen's quarters, public buildings, &c., at \$20 per month	4,800 00
	<hr/>
	45,293 40
Amount appropriated for the fiscal year ending June 30, 1868	44,837 15
	<hr/>
Excess	456 25

Estimate for contingent expenses of the Naval Academy for the fiscal year ending June 30, 1869

For material for heating and lighting the academy and school-ships, bands- men's quarters, &c.	\$18,000 00
For the purchase of books for the library	2,000 00
For stationery, blank books, maps and models	3,500 00
For expenses of board of visitors	2,000 00
For postage on public service	750 00
For furniture and fixtures for public buildings, new quarters, &c.	2,000 00
For expenses in the astronomical and philosophical departments, &c.	500 00
For furniture and fixtures for additional quarters to be erected for midshipmen ..	1,500 00
For the purchase of steam machinery, steam pipe, and fixtures, for rent of buildings for use of the academy, for freight, cartage, water, musical instru- ments, uniforms for bandsmen, telegraphing, and for the current expenses and repairs of all kinds, and for incidental labor not applicable to any other appropriation	35,200 00
	<hr/>
	65,450 00
Amount appropriated for the year ending June 30, 1868	68,950 00
	<hr/>
Decrease	3,500 00

Estimate of the amount required for various purposes at the Naval Academy for the fiscal year ending June 30, 1869.

For finishing centre building and west wing of the new quarters for midship- men	\$30,895 00
For the erection of additional quarters for officers	45,000 00
For painting the buildings of the academy	4,000 00
For repairs of pavements, &c.	2,000 00
For repairs of wharves	500 00
For rent of quarters for the foreman of the gas and steam-heating works, at \$15 per month	180 00
	<hr/>
	82,575 00
Amount appropriated for the year ending June 30, 1868	33,860 00
	<hr/>
Excess	48,715 00

Estimate of the amount required for the support, &c., of the department of steam enginery in the United States Naval Academy for the fiscal year ending June 30, 1869.

For engineers' stores.....	\$500 00
For material for repair of steam machinery.....	1,000 00
For the extension and completion of the building for the department of steam enginery.....	6,000 00
	<hr/>
	7,500 00
Amount appropriated for the year ending June 30, 1868.....	17,000 00
	<hr/>
Decrease	9,500 00
	<hr/>

Estimate for the wages of the following persons on duty in the machine shop of the department of steam enginery in the United States Naval Academy for the fiscal year ending June 30, 1869.

1 machinist, at \$3 50 per diem.....	\$1,277 50
1 machinist, at \$3 per diem.....	1,095 00
1 blacksmith, at \$3 50 per diem.....	1,277 50
1 boiler maker, at \$3 50 per diem.....	1,277 50
1 pattern maker, at \$3 50 per diem.....	1,277 50
1 moulder, at \$3 50 per diem.....	1,277 50
2 laborers, at \$1 75 per diem.....	1,277 50
	<hr/>
	8,760 00
	<hr/>
Amount appropriated for the year ending June 30, 1868.....	\$8,760 00
	<hr/>

RECAPITULATION.

APPROPRIATION, NAVAL ACADEMY.

Pay of professors and others.....	\$82,001 00
Pay of watchmen and others.....	\$45,293 40
Contingent expenses.....	65,450 00
Additional quarters, repairs, &c.....	82,575 00
Support of the department of steam enginery.....	7,500 00
Pay of mechanics and others in same.....	8,760 00
	<hr/>
	209,578 40
	<hr/>
Total.....	291,579 40
	<hr/>
Total appropriated for the year ending June 30, 1868.....	\$283,913 15
	<hr/>

Respectfully submitted :

NAVAL ACADEMY,
Annapolis, Md., August 22, 1867.

Approved :

DAVID D. PORTER,
Vice-Admiral and Superintendent Naval Academy.

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1867.

ESTIMATES FOR THE SUPPORT OF THE UNITED STATES NAVAL OBSERVATORY FOR THE FISCAL YEAR ENDING JUNE 30, 1869.

NAVIGATION—No. 4.

Estimate of the amount required for the pay of the civil officers on duty at the United States Naval Observatory for the fiscal year ending June 30, 1869, chargeable to the appropriation for the support of the Naval Observatory.

SALARIES.

For salary of assistant astronomer, per act of March 3, 1855, (Statutes at Large, Little & Brown's edition, volume X, chapter CXCVIII, section 7, page 681).....	\$2,500 00
For salary of clerk, per act of March 3, 1855, (Statutes at Large, Little & Brown's edition, volume X, chapter CLXXV, section 10, page 670).....	1,500 00

For salary of three aids, per act of May 21, 1864, (Statutes at Large, Little & Brown's edition, volume XIII, chapter XCIII, section 1, page 84).....	\$4,000 00
Total	8,000 00
Appropriated for the year ending June 30, 1868.....	<u>\$8,000 00</u>

Estimate of the amount required for the wages of instrument maker, watchmen and others, and for the incidental expenses of the United States Naval Observatory, for the year ending June 30, 1869.

For wages of one instrument maker, three watchmen, one messenger and one porter; for keeping grounds in order, and repairs to buildings and enclosures; for fuel, light and office furniture; purchase of books for the library; and for stationery, chemicals for batteries, postage, freight and incidental expenses.....	\$13,500 00
Appropriated for the year ending June 30, 1868.....	<u>\$13,500 00</u>

Special estimate of the amount required for the proposed purchase of meteorological instruments, the erection of a brick tower for mounting them, and for the purchase of instruments for astronomical purposes.

1 barometer, (self-registering).....	\$300 00
1 thermometer, (self-registering)	300 00
1 anemometer, (Robinson's)	50 00
1 wind vane.....	75 00
1 registering apparatus for anemometer.....	75 00
	<u>\$800 00</u>
Erection of brick tower.....	1,970 00
	<u>2,770 00</u>
1 mean-time clock.....	400 00
1 thermo-chronometer	500 00
1 spectroscope for equatorial telescope.....	200 00
Total.....	<u>3,870 00</u>

RECAPITULATION.

APPROPRIATION, NAVAL OBSERVATORY.

Salary of assistant astronomer, clerk and three aids.....	\$8,000 00
Salary of instrument maker, watchmen and others, and contingent.....	13,500 00
Purchase of instruments and erection of tower.....	3,870 00
Total.....	<u>25,370 00</u>
Appropriated for the year ending June 30, 1868.....	<u>\$21,500 00</u>

Respectfully submitted :

UNITED STATES NAVAL OBSERVATORY,
Washington, September 20, 1867.

Approved :

BUREAU OF NAVIGATION, 1867.

B. F. SANDS,
Commodore, Superintendent.

THORNTON A. JENKINS,
Chief of Bureau.

ESTIMATES FOR THE SUPPORT OF THE NAUTICAL ALMANAC FOR THE FISCAL YEAR ENDING JUNE 30, 1869.

NAVIGATION—No. 5.

Estimates for the American Ephemeris and Nautical Almanac for the fiscal year ending June 30, 1869.

For pay of computers.....	\$15,000 00
For the new planets discovered since 1849.....	2,000 00
For revision of tables of the moon and of the larger planets.....	2,000 00
For clerk	1,200 00
For contingent expenses, including office expenses, servant hire, fuel, stationery, expresses, &c.....	1,000 00
	<hr/>
	21,200 00
	<hr/>

Respectfully submitted:

J. H. C. COFFIN,

*Professor of Mathematics U. S. N., Super't Nautical Almanac.*Commodore THORNTON A. JENKINS, U. S. N.,
Chief of Bureau of Navigation, Washington, D. C.

Approved:

THORNTON A. JENKINS,
Chief of Bureau.

NAVIGATION—No. 6.

Summary of estimates from the Bureau of Navigation for the fiscal year ending June 30, 1869.

FOR SUPPORT OF BUREAU.

Salaries and contingent, (Navigation—B)	\$14,620 00
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FOR THE NAVAL SERVICE.

1. For pay of commissioned and warrant officers, and for mileage and transportation of same, (Navigation, No. 1).....	6,160,560 00
2. For navigation and navigation supplies, (Navigation, No. 2).....	312,850 00
3. For support of Naval Academy—	
Pay of civil officers, &c., (Navigation, No. 3).....	\$82,001 00
Pay of watchmen, &c., (Navigation, No. 3).....	45,293 40
Contingent expenses, (Navigation, No. 3).....	65,450 00
Additional quarters, repairs, &c., (Navigation, No. 3)....	82,575 00
Support of enginery department, (Navigation, No. 3).....	7,500 00
Pay of mechanics in enginery dep't, (Navigation, No. 3)...	8,760 00
	<hr/>
	291,579 40
4. For support of Naval Observatory—	
Pay of civil officers, &c., (Navigation, No. 4).....	8,000 00
Wages and incidentals, (Navigation, No. 4).....	13,500 00
Purchase of instruments and erection of tower, (Navigation, No. 4)	3,870 00
	<hr/>
	25,370 00
5. For preparing and publishing the Nautical Almanac—	
Pay of computers, &c., (Navigation, No. 5).....	21,200 00
	<hr/>
Total for naval service.....	6,811,559 40
	<hr/>

NAVIGATION—No. 7.

Recapitulation of appropriations under the cognizance of the Bureau of Navigation, required for the fiscal year ending June 30, 1869, and compared with those made for the year preceding.

Title of appropriations.	Required for the fiscal year ending June 30, 1869.	Made for the fiscal year ending June 30, 1868.
1. Pay of the navy.....	\$6, 160, 560 00	\$6, 326, 280 00
2. Navigation and navigation supplies	312, 850 00	285, 626 00
3. Naval Academy.....	291, 579 40	285, 913 00
4. Naval Observatory.....	25, 370 00	21, 500 00
5. Nautical Almanac	21, 200 00	21, 000 00
Totals	6, 811, 559 40	6, 938, 519 00

Respectfully submitted :

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1867.

NAVIGATION—APPENDIX.

Schedule of proposals for stationery, for use of the navy, received under advertisement of the Bureau of Navigation, dated June 15, 1866.

Name.	Residence.	Amount.
Knight & Johnson.....	Baltimore	\$2, 482 77
Philip & Solomon.....	Washington	3, 565 50
*Matthew Dripps.....	New York and Brooklyn...	1, 967 30
J. M. Whittemore & Co.....	Boston	2, 298 15
†Cutter, Tower & Co.....	New York	2, 082 20
William A. Wheeler.....	do.....	2, 642 00
D. Van Nostrand.....	do.....	2, 453 00
W. H. Arthur.....	do.....	2, 290 34

* Bid irregular.

† Contract awarded.

BUREAU OF ORDNANCE.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,

October 16, 1867.

SIR: In obedience to your orders of the 15th August, I submit the following report of the condition of naval ordnance, and the operations of the bureau under my charge, during the past year.

Since the date of my last annual report, all existing contracts for naval cannon have been completed and the guns delivered. With the exception of the 15-inch guns, it is believed that the stock on hand will meet the existing wants of the service. There is also a superabundant supply of serviceable projectiles of all kinds, together with a sufficiency of gunpowder, to meet the current demands of our cruisers.

Recent trials in England of a 15-inch gun of navy pattern, cast on Rodman's method, have fully vindicated the wisdom of the measure of introducing this calibre of cast-iron ordnance into our service.

In the depot at Malden, near Boston, Massachusetts, the bureau has accumulated a large quantity of nitre, both of foreign and domestic manufacture, as a stock from which to draw in case of an emergency, and hence no fears need be entertained of a want of this essential article.

In the matter of gun carriages, those of wrought iron for guns of broadside, continue to be supplied in lieu of the old wooden carriages, and to meet a possible contingency in the manipulation of heavy ordnance, especially of 20-inch calibre. A steam gun carriage, the invention of Mr. Eads, of Missouri, has been tried during the past year with gratifying results, as will be seen from the following brief extracts from the official reports made to the bureau of the trials which took place on the Hudson river last May, in presence of Admiral Farragut and other distinguished officers, both of the army and navy; the firing being made with charges of cannon powder varying from 35 to 55 pounds, and solid shot :

* * * * *

"The total time of firing twelve (12) shots in rapid succession was sixteen (16) minutes. After the firing was over the gun was run out and in by the hand gear, and the whole was performed in one (1) minute and forty-five (45) seconds, three men at the crank. At the third (3d) round, with shot, the head of the shot-lifter broke off, owing to its being made too slightly, and the gun was afterwards loaded by hand; four men, with a hand shot-lifter, performing the work."

* * * * *

"The whole length on the slides, exclusive of cuffers for recoil, is five feet ten inches. The distance which the gun will recoil depends upon the initial pressure of steam on the piston and the charges used. The cylinder of this carriage is eleven inches in diameter; the pressure, therefore, was higher than it would be with a larger cylinder. The recoil varied from four feet six inches, with thirty-five pound charges, to five feet eight inches, with fifty-five pound charges."

* * * * *

And among the advantages which it is claimed this carriage has over others, the following are given :

- * * * * *
- "1. The number of men seems to be reduced to a minimum.
- "2. The time required to fire each round is much less than by any other method. With four men properly drilled the operation need not exceed forty-five (45) seconds.
- "3. The gun is subjected to less strain in recoil than when checked by friction, consequently will endure longer, because when fired it starts from rest with a slight pressure, which pressure is gradually increased until brought again to rest on an elastic medium. This is not the case in usual practice.
- "4. Greater facility in operating the gun in a sea-way; it can be held in any position by the pressure of steam when the vessel is rolling.
- "5. The ease with which the gun can be moved, and the rapidity with which it can be fired, increases the value or effective power of each gun carried on the vessel.
- "6. Reduced number of men necessary to manage a battery, and consequent reduction in wages and maintenance."
- * * * * *

The success of this carriage, together with that of Mr. Ericsson, a trial of which was mentioned in my last annual report, makes it certain that we shall be able to handle the very heaviest ordnance, either in pivot or broadside, under any circumstances that can possibly arise.

Under the sanction of the department the bureau has continued to dispose of the accumulation of old guns, powder, projectiles, and small-arms, as mentioned in my last report, not necessary for the public service, and from this source has covered into the treasury since the date of that report the sum of \$385,941.

In this amount is included the sale of old and condemned material at the Jefferson barrack reserve, near St. Louis, Missouri, where a very large amount had accumulated after the war from the supplies collected there for our western flotilla. The serviceable material had been removed to other stations, the buildings, &c., turned over to the army, and the depot broken up.

The work upon the ordnance dock at New York is rapidly approaching completion, and probably will be finished by the first day of January, 1868, when all the buildings, workshops, and ordnance materials of every kind may advantageously be removed there from the navy yard proper, and the space now occupied for ordnance in the navy yard be devoted to other purposes for which it is so much needed. The propriety of this removal is earnestly recommended to the consideration of the department.

The experience of our recent civil war, and that of the short conflict in Europe last summer between the Prussians and Austrians, having clearly shown the necessity of using hereafter breech-loading small-arms in lieu of muzzle-loaders, the bureau is now introducing the breech-loading pistol into the service, of which mention was made in previous annual reports. This system has been approved, by the recommendation of the bureau, by the Navy Department, in the introduction of a navy carbine, which I trust may eventually result in a good and original rifled musket of the same pattern suitable for a standard piece, for shipboard and shore, for sailors and the marines of the fleet.

The expenditure, however, for these arms will in any event be small, as the number required for the equipment of our ships is limited to that necessary to supply the seamen needed for the navy.

In the estimates herewith presented are two items to which the attention of the department is respectfully invited, viz: One for a new magazine at Kittery, Maine, including a site therefor, and the other for quarters for ordnance officers on the ordnance dock at New York.

With regard to the former it is simply necessary to say that the present large magazine is located inside the Kittery navy yard, and this alone is certainly a sufficient reason for its removal to some other more isolated and safe locality. Furthermore, its removal will be a measure of economy, inasmuch as the present building would make an excellent metal store, which the bureau understands is much needed there.

The question of building suitable quarters inside the navy yards for the inspectors of ordnance has already been submitted in previous reports, and I again respectfully and earnestly recommend it to the favorable consideration of the department.

These officers are charged with the immediate custody of very large amounts of public property, a great deal of which is also perishable, and must be guarded with special care. It is, therefore, manifestly important that they should reside at or very near the scene of their duty; whereas, at present, there being no quarters for them in the navy yards, they are often compelled to seek them at a distance.

In concluding this brief report I desire to remark that during the period I have had the honor and duty of administering affairs of the Bureau of Naval Ordnance, my constant aim and object has been to keep pace with everything *practical* in all that pertains to the various branches of the ordnance service; and in this view, aided as I have been by the inventions and applications of Mr. Ericson and Mr. Eads, in civil life, and the knowledge and advice of our own experienced ordnance officers of the navy, the results obtained have proved eminently satisfactory.

I am, with high respect, your obedient servant,

H. A. WISE, *Chief of Bureau.*

HON. GIDEON WELLES,
Secretary of the Navy.

Summary of appropriations estimated for by the Bureau of Ordnance, Navy Department, and required for the fiscal year ending June 30, 1869.

Heads or titles of appropriations.	Amount.
For civil expenses of bureau, (A).....	\$18,680 00
For "ordnance," (B and C).....	2,342,335 75
For pay of clerks at navy yards, (D)	27,800 00
Total	2,388,815 75

H. A. WISE, *Chief of Bureau.*

BUREAU OF ORDNANCE, *October, 1867.*

A.

Estimate of the amount required for the support of the Bureau of Ordnance for the fiscal year ending June 30, 1869.

For salary of chief of bureau, per act of July 5, 1862, sec. 2.....	\$3,500 00
For salary of chief clerk, per act of July 23, 1866, sec. 8.....	1,800 00
For salary of one fourth-class clerk, per act of July 23, 1866, sec. 8	1,800 00
For salaries of two third-class clerks, per act of July 23, 1866, sec. 8.....	3,200 00
For salaries of two second-class clerks, per act of July 23, 1866, sec. 8.....	2,800 00
For salary of one draughtsman, per act of March 2, 1867.....	1,800 00
For salary of messenger, per act of June 25, 1864.....	1,000 00
For salaries of two laborers, per act of July 5, 1862.....	1,080 00
	<u>16,980 00</u>
Appropriated for the fiscal year ending June 30, 1868.....	<u>\$16,620 00</u>

CONTINGENT EXPENSES.

For stationery and miscellaneous items.....	\$1,000 00
For pay of photographer	300 00
	<u>1,300 00</u>
Appropriated for fiscal year ending June 30, 1868	<u>\$1,300 00</u>
For amount respectfully submitted as increase to salary of chief clerk.....	<u>\$400 00</u>

BUREAU OF ORDNANCE, *October, 1867.*

B.

Estimate of amounts that will be required for ordnance and ordnance stores, for labor and for contingent expenses, for the year ending June 30, 1869.

1. For guns, gun carriages, shot, shell, magazine and laboratory stores, and equipments of all kinds	\$630,000 00
2. For gunpowder	150,000 00
3. For small-arms, equipments, and ammunition.....	200,000 00
4. For fuel and materials necessary in carrying on the mechanical branches of the ordnance department at the navy yards and stations	281,550 00
5. For labor at navy yards	715,822 00
6. For experimental purposes in ordnance.....	50,000 00
7. For ordnance purposes not above enumerated.....	50,000 00
	<u>2,077,372 00</u>

BUREAU OF ORDNANCE, *October, 1867.*

C.

Estimate of the amounts that will be required for magazines, additions and repairs thereto, for buildings outside of navy yards, and for machinery, &c., required for ordnance purposes.

PORTSMOUTH.	
For site for magazine	\$5,000 00
For magazine and gunner's quarters.....	20,000 00
BOSTON.	
For machinery for proposed smithery.....	4,000 00
For machinery for proposed bronze foundry.....	2,000 00
MAGAZINE, CHELSEA.	
For building brick fire-proof workshop and watch-house, with boiler and pipes for heating the same	13,564 75
For building brick dwelling for gunner.....	5,000 00
For building brick stable	2,959 50
For improving grounds, and repairs of all kinds.....	3,500 00
NITRE DEPOT AT MALDEN.	
For repair of dwellings and improvement of grounds.....	\$2,000 00
NEW YORK.	
For necessary repairs to buildings on ordnance dock and at Ellis's island, dredging channel, stationary steam fire engine with hose, boiler and boiler house, and piping for drying shells and heating buildings on Ellis's island, also repairs to tug and lighters.....	20,000 00
For quarters for one inspector of ordnance and two assistant inspectors, on the ordnance dock.....	74,628 50
For repairs of ordnance dock	10,000 00
PHILADELPHIA.	
For repairs of magazine and care of grounds at Fort Mifflin	5,000 00
WASHINGTON.	
For magazines and magazine grounds, including a proper sea wall to the latter..	50,000 00
For new shell house on magazine grounds.....	20,000 00
NORFOLK.	
For fence at St. Helena	3,311 00
For repairing crane	1,000 00
For repairing wharf.....	3,000 00
MARE ISLAND.	
For repairs of magazine and care of grounds	20,000 00
	<hr/>
	264,963 75

BUREAU OF ORDNANCE, October, 1867.

D.

Estimate of the amounts required for the pay of clerks and others proposed to be employed in the ordnance department of the navy yards for the year ending June 30, 1869.

PORTSMOUTH.	
Principal clerk	\$1,600
Time clerk.....	1,400
Store clerk.....	1,400
BOSTON.	
Principal clerk	1,600
Time clerk.....	1,400
Store clerk.....	1,400

NEW YORK.

Principal clerk	\$1,600
Time clerk	1,400
Store clerk	1,400

PHILADELPHIA.

Principal clerk	1,600
Time clerk	1,400
Store clerk	1,400

WASHINGTON.

Principal clerk	1,600
Time clerk	1,400
Store clerk	1,400
Draughtsman	1,600

NORFOLK.

One clerk	1,400
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PENSACOLA.

One clerk	1,400
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MARE ISLAND.

One clerk	1,400
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 27,800

BUREAU OF ORDNANCE, 1867.

BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,

October 25, 1867.

SIR: In compliance with your instructions of the 15th August last, I respectfully state, that for the purposes of this bureau there will be required for the fiscal year ending June 30, 1869, the sum of eight million seven hundred and eighty-six thousand eight hundred and forty (\$8,786,840) dollars, as shown in the accompanying papers marked A, B, and C.

No comparison can be instituted between the expenditures made at the present time and those made previous to the war, for the cost of labor and materials have nearly doubled, while the number of hours worked per day tend to decrease.

During the last year the work at the navy yards has been mainly confined to the repair of the older vessels which had become much decayed, but whose use could not be dispensed with, although continual repairs can scarcely maintain them in a serviceable condition; sound economy requires these vessels should be superseded as early as possible with new ones.

The new work has been limited to the slow completion of the steam vessels, for the machinery of which the department contracted with private establishments before the termination of the war, and to whom it is bound to deliver them, for the completion of their contracts, within a reasonable time. Of the largest of these vessels three have been launched during the present year, and also one small-class gunboat; the others will be allowed to remain on the stocks as long as possible, that the green timber of which they are necessarily composed may season; it would have been much more beneficial to have built these vessels of seasoned timber in the first place, but at the date of their commencement none was to be had.

Four of the smaller class of vessels referred to in the bureau report of the last year have been commenced; their machinery has been constructed at the different navy yards, and is ready for erection in them, but they will not be completed until the close of next year.

The construction of buildings, &c., for the use of this bureau in the different navy yards, pointed out in the last report from this bureau, have become urgently necessary, and a judicious economy requires they should no longer be delayed; their total cost, estimated in the report of the Bureau of Yards and Docks, is three million fifteen thousand five hundred and ninety-five (3,015,595) dollars, but as their erection would unavoidably extend over several years, an appropriation of only seven hundred and fifty thousand (750,000) dollars will be required for that purpose during the next fiscal year.

I would respectfully press on the notice of the department the desirability of some efficient measures for the professional education of naval constructors.

Very respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

ESTIMATES OF THE AMOUNT REQUIRED FOR THE EXPENDITURES OF
THE BUREAU OF CONSTRUCTION AND REPAIR FOR THE FISCAL YEAR
ENDING JUNE 30, 1869.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
September 25, 1867.

SIR: In compliance with your instructions of the 15th August ultimo I herewith respectfully enclose the estimates for the expenditures of this bureau for the fiscal year terminating 30th June, 1869.

I have the honor to be, very respectfully,

JOHN LENTHALL,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction and Repair for the fiscal year ending June 30, 1869.

For salary of chief of bureau, per act July 5, 1862, section 3.....	\$3,500
For salary of chief clerk, per act July 5, 1862, section 3.....	1,800
For salary of one draughtsman, per act March 2, 1867.....	1,800
For salary of one clerk, (fourth class,) per act July 23, 1866, section 8.....	1,800
For salary of two clerks, (third class,) per act July 23, 1866, section 8.....	3,200
For salary of two clerks, (second class,) per act July 23, 1866, section 8.....	2,800
For salary of one clerk, (first class,) per act July 23, 1866, section 8.....	1,200
For salary of one messenger, per act June 25, 1864, section 3.....	1,000
For salary of one laborer, per act June 25, 1864, section 3.....	720
	<hr/>
	17,820
For amount submitted as increase in salary of chief clerk.....	400
For contingent expenses.....	1,500
	<hr/>
Total.....	19,720

B.

Estimate of the pay of civil officers under the cognizance of the Bureau of Construction and Repair at navy yards and stations for the fiscal year ending June 30, 1869.

For eight assistant naval constructors, at \$2,000 each.....	\$16,000
For seven inspectors of timber, three at \$1,500 each, four at \$1,250 each.....	9,500
For six superintendents of dry docks, one* at \$2,000, five at \$1,000 each.....	7,000
For four draughtsmen to naval constructors, at \$1,400 each.....	5,600
For eleven clerks of stores, five at \$1,500 each, three at \$1,400 each, three at \$1,140 each.....	15,120
For eleven clerks to naval constructors, four at \$1,400 each, three at \$1,200 each, three at \$1,140 each, *one at \$900.....	13,520
For eight time clerks, *one at \$1,500, four at \$1,320 each, three at \$1,200 each..	10,380
Total for civil officers.....	77,120

*At the Mare Island navy yard.

C.

Estimate of the amount required by the Bureau of Construction and Repair for the maintenance and repair of the navy for the fiscal year ending June 30, 1869.

For the completion of ships on the stocks, and authorized, and for which the steam machinery is under contract, the preservation of iron and wooden vessels and ships in ordinary, vessels for the Naval Academy, purchases of materials and stores of all kinds, labor in navy yards, tools, transportation of materials, repair of vessels, and maintenance of the navy afloat.....	\$3,690,000
Total.....	8,690,000

RECAPITULATION.

Estimate of appropriations under the cognizance of the Bureau of Construction and Repair, Navy Department, required for the service of the fiscal year ending June 30, 1869.

	Estimate of appropriations required for the service of the fiscal year ending June 30, 1869.	Estimate of balance of appropriations unexpended on June 30, 1868, which may be applied for the next fiscal year.	Appropriations for fiscal year ending June 30, 1868.
Civil and contingent expenses of the bureau.....	\$19,720	.....	\$18,820
Pay of civil officers.....	77,120	.....	63,000
Maintenance of the navy.....	8,690,000	.....	.....
Total.....	8,786,840	.....	81,820

The increase in the expenses of the bureau arises from the estimated addition to the pay of the chief clerk, and to the contingent expenses of the bureau.

The increase in the pay of the civil officers arises from the necessity for the employment of two additional assistant naval constructors, also from a slight increase in the pay of the draughtsmen, store, and time clerks.

BUREAU OF CONSTRUCTION AND REPAIR.

Offers to furnish materials for the navy under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Kittery, Maine.

Class No. 1, white oak logs:

S. P. Brown & Son	*\$14,820 00
Trickey & Jewett.....	15,600 00
George A. Hammond.....	16,120 00
William M. Shakspear.....	16,640 00
William White.....	17,810 00
George T. Wallace.....	18,200 00
Samuel George Hart.....	18,980 00
Elliot Harroun.....	19,500 00

Class No. 2, white oak keel pieces:

Trickey & Jewett.....	*1,261 00
George T. Wallace.....	1,300 00
S. P. Brown & Son.....	1,677 00
William M. Shakspear.....	1,950 00
Samuel George Hart.....	2,210 00
Elliot Harroun.....	3,250 00

Class No. 3, white oak curved timber:

George T. Wallace.....	†\$19,600 00
William White.....	19,600 00
Trickey & Jewett.....	29,000 00
William M. Shakspear.....	30,000 00
Samuel George Hart.....	36,000 00
Elliot Harroun.....	40,000 00

Class No. 7, yellow pine logs:

William B. Griffith.....	†\$12,600 00
James Bigler & Co.....	12,600 00
Trickey & Jewett.....	13,160 00
George A. Hammond.....	13,440 00
Lathbury, Wickersham & Co.....	13,440 00
George T. Wallace.....	14,840 00
S. P. Brown & Son.....	15,120 00
William M. Shakspear.....	15,400 00
William White.....	16,240 00
Elliot Harroun.....	16,800 00
Samuel George Hart.....	18,200 00

Class No. 8, yellow pine beams:

William B. Griffith.....	*6,000 00
George A. Hammond.....	6,840 00
George T. Wallace.....	8,280 00
S. P. Brown & Son.....	8,760 00
Trickey & Jewett.....	8,880 00
William M. Shakspear.....	9,000 00
Elliot Harroun.....	10,800 00
Samuel George Hart.....	11,400 00
William White.....	12,000 00
Lathbury, Wickersham & Co.....	13,680 00

Class No. 9, yellow pine mast timber:

S. P. Brown & Son.....	*11,680 00
William B. Griffith.....	12,000 00
George T. Wallace.....	12,720 00

* Accepted.

† Decided by lot.

Trickey & Jewett.....	\$19,040 00
William M. Shakspear.....	19,200 00
Lathbury, Wickersham & Co.....	20,480 00
Samuel George Hart.....	21,600 00
Elliot Harroun.....	24,000 00

Class No. 11, white pine logs:

George A. Hammond.....	*3,700 00
Samuel George Hart.....	4,000 00
Elliot Harroun.....	4,000 00
Wesley Smith.....	4,700 00
James Bigler & Co.....	4,850 00
Trickey & Jewett.....	4,900 00
William H. Eagle.....	5,000 00
S. P. Brown & Son.....	5,400 00

Class No. 12, white pine mast timber:

Wesley Smith.....	*2,360 00
Trickey & Jewett.....	2,400 00
Samuel George Hart.....	2,550 00
Elliot Harroun.....	3,100 00
George A. Hammond.....	3,580 00

Class No. 13, white pine plank, boards:

Joseph W. Duryee.....	*9,755 00
Samuel S. Bigler & Son.....	9,935 00
George A. Hammond.....	10,540 00
S. P. Brown & Son.....	11,241 00
Trickey & Jewett.....	11,610 00
William H. Eagle.....	11,900 00
Samuel George Hart.....	13,910 00
Elliot Harroun.....	14,410 00

Class No. 15, white ash, elm, beech:

S. P. Brown & Son.....	*1,452 00
George A. Hammond.....	1,858 50
Trickey & Jewett.....	1,910 00

Class No. 16, white ash oars:

Fred. A. Southmayd.....	*750 00
George T. Vaughan.....	760 00
Joseph L. Savage.....	780 00
William Porter & Sons.....	875 00
S. P. Brown & Son.....	960 00
George A. Hammond.....	960 00
John J. Bingham.....	960 00

Class No. 17, hickory:

William B. Griffith.....	*775 00
George A. Hammond.....	850 00
Trickey & Jewett.....	1,420 00

Class No. 18, black walnut, mahogany, maple, cherry:

Joseph W. Duryee.....	*4,800 00
Trickey & Jewett.....	5,090 00

‡ Awarded by request of Mr. White.

S. P. Brown & Son	\$6,550 00	Park Brother & Co	\$2,462 75
Class No. 22, cypress, cedar:		John J. Bingham	2,565 00
S. P. Brown & Son	*832 00	Alonzo A. Foster	2,568 00
Trickey & Jewett	1,140 00	Joseph L. Savage	2,581 00
George A. Hammond	1,215 00	David Babcock	2,577 75
George T. Wallace	1,275 00	Wheeler & Browning	2,712 00
William White	1,665 00	Spalding & Parrott	2,715 00
Class No. 23, black spruce:		Class No. 37, iron spikes:	
George A. Hammond	*4,415 00	Joseph L. Savage	*8,520 00
Joseph Wescott & Son	6,220 00	John J. Bingham	8,827 50
Trickey & Jewett	6,840 00	Alonzo A. Foster	9,092 50
S. P. Brown & Son	7,202 50	William A. Wheeler	9,180 00
Class No. 24, white oak staves and headings:		Wheeler & Browning	9,520 00
John J. Bingham	*800 00	Spalding & Parrott	12,100 00
William N. Mills	840 00	Class No. 38, iron wrought nails:	
Wesley Smith	900 00	Joseph L. Savage	*700 00
George A. Hammond	1,200 00	Alonzo A. Foster	713 00
George T. Wallace	1,600 00	Wheeler & Browning	800 00
Watson & Pittinger	1,900 00	William A. Wheeler	1,150 00
Class No. 25, lignumvitæ:		Class No. 39, iron cut nails:	
Trickey & Jewett	*3,006 00	Hyatt & Spencer	*856 85
John J. Bingham	3,190 00	William A. Wheeler	858 50
George A. Hammond	3,220 00	Joseph L. Savage	885 05
Joseph L. Savage	3,340 00	John H. Bailey	892 00
Wesley Smith	4,040 00	Alonzo A. Foster	895 05
Watson & Pittinger	10,400 00	Wheeler & Browning	904 30
Class No. 32, wrought iron, round and square:		Class No. 42, lead pipe, sheet:	
John J. Bingham	*21,572 25	Alonzo A. Foster	*6,545 00
Joseph L. Savage	21,627 50	John J. Bingham	6,662 20
Spalding & Parrott	21,930 00	William A. Wheeler	6,842 50
Alonzo A. Foster	22,492 50	Wheeler & Browning	6,842 50
Wheeler & Browning	22,928 75	Joseph L. Savage	6,920 00
William A. Wheeler	23,990 00	John H. Bailey	7,000 00
Class No. 33, wrought iron, flat:		David Babcock	7,335 00
John J. Bingham	*7,799 00	William Porter & Sons	9,222 50
Alonzo A. Foster	18,044 00	Class No. 44, tin:	
Spalding & Parrott	8,172 24	David Babcock	*1,340 00
Joseph L. Savage	8,267 00	John J. Bingham	1,371 00
Wheeler & Browning	8,442 00	Alonzo A. Foster	1,340 00
William A. Wheeler	10,184 25	William A. Wheeler	1,428 00
Class No. 34, iron plate:		Joseph L. Savage	1,430 00
John J. Bingham	*1,474 00	Wheeler & Browning	1,450 00
Joseph L. Savage	1,586 00	William Porter & Sons	1,488 00
Spalding & Parrott	1,627 00	Hyatt & Spencer	1,500 00
William A. Wheeler	1,635 50	John H. Bailey	1,695 00
Wheeler & Browning	1,852 00	Class No. 48, locks, hinges, bolts of brass and iron:	
Alonzo A. Foster	1,890 50	Joseph L. Savage	*1,316 65
Class No. 35, steel:		Alonzo A. Foster	1,600 94
John P. Lyman	*2,050 50	John J. Bingham	2,075 68
James Horner	2,213 00	Wheeler & Browning	2,262 50
William A. Wheeler	2,396 25	William A. Wheeler	2,300 40
		Hyatt & Spencer	2,834 54
		Class No. 49, screws of brass and iron:	
		Hyatt & Spencer	*1,893 11

* Accepted.

† Informal.

Alonzo A. Foster.....	\$1,901 16
William A. Wheeler.....	1,949 99
Joseph L. Savage.....	1,963 74
John H. Bailey.....	2,060 15
Wheeler & Browning....	2,289 99
Clark & Pearson.....	2,317 95

Class No. 50, files :

Joseph L. Savage.....	*2,899 36
John J. Bingham.....	3,055 68
James Horner.....	3,093 42
Alonzo A. Foster.....	3,142 22
J. K. Hoyt.....	3,199 20
William A. Wheeler.....	3,416 94
Wheeler & Browning....	4,360 40
Clark & Pearson.....	5,133 82

Class No. 51, augers :

Joseph L. Savage.....	*3,120 65
Alonzo A. Foster.....	3,447 10
William A. Wheeler.....	3,698 97
Hyatt & Spencer.....	3,707 00
Wheeler & Browning....	4,059 00

Class N. 52, tools for ships' stores :

Joseph L. Savage.....	*1,902 65
William A. Wheeler.....	2,058 53
Alonzo A. Foster.....	2,149 23
Hyatt & Spencer.....	2,157 64
Wheeler & Browning....	2,865 10

Class No. 53, tools for use in yards and shops :

Alonzo A. Foster.....	*5,235 76
William A. Wheeler.....	5,401 41
Joseph L. Savage.....	5,536 05
Wheeler & Browning....	6,526 25

Class No. 54, hardware :

Joseph L. Savage.....	*2,534 35
William A. Wheeler.....	2,607 13
Alonzo A. Foster.....	2,700 92
Hyatt & Spencer.....	2,705 56½
Wheeler & Browning....	3,850 20

Class No. 56, white lead :

Alonzo A. Foster.....	*260 00
Joseph L. Savage.....	270 00
John H. Bailey.....	276 00
Wheeler & Browning....	280 00
David Babcock.....	285 00
C. M. Clapp & Co.....	300 00
William A. Wheeler.....	300 00
Clark & Pearson.....	300 00
John J. Bingham.....	300 00
William Porter & Sons...	315 00
Elisha Tripp.....	320 00

Class No. 57, zinc paints :

David Babcock.....	*202 50
C. M. Clapp & Co.....	220 00
Joseph L. Savage.....	220 00
William A. Wheeler.....	240 00

* Accepted.

Clark & Pearson.....	\$240 00
Alonzo A. Foster.....	250 00
John J. Bingham.....	250 00
William Porter & Sons...	290 00
John H. Bailey.....	294 00

Class No. 58, colored paints, dryers, &c. :

Alonzo A. Foster.....	*1,260 20
David Babcock.....	1,416 30
William A. Wheeler.....	1,542 80
Joseph L. Savage.....	1,593 75
John J. Bingham.....	1,645 80
Clark & Pearson.....	1,650 42½
John H. Bailey.....	1,663 50
Elisha Tripp.....	1,897 75

Class No. 59, linseed oil :

Joseph L. Savage.....	*5,985 00
Judd Linseed Oil Company	6,023 70
David Babcock.....	6,108 75
Manhattan Oil Company..	6,165 00
Clark & Pearson.....	6,435 00
Elisha Tripp.....	6,705 00
William A. Wheeler.....	6,750 00
C. M. Clapp & Co.....	7,200 00
James M. Shaw.....	7,515 00

Class No. 60, varnish, spirits turpentine :

John J. Bingham.....	*1,479 90
David Babcock.....	1,482 15
William A. Wheeler.....	1,594 15
John H. Bailey.....	1,728 20
Alonzo A. Foster.....	1,771 60
Joseph L. Savage.....	2,032 00
Elisha Tripp.....	2,034 70
Clark & Pearson.....	2,040 95

Class No. 63, sperm and lard oil :

Southard, Herbert & Co..	*4,277 00
Manhattan Oil Company .	4,419 65
William H. James.....	4,440 70
Joseph L. Savage.....	4,450 00
Judd Linseed Oil Company	4,466 34
William A. Wheeler.....	4,851 50
James M. Shaw.....	5,000 50
David Babcock.....	5,004 00
Elisha Tripp.....	5,625 00

Class No. 64, tallow, soap :

John J. Bingham.....	*546 00
Alonzo A. Foster.....	549 00
N. F. Mathes & Co.....	592 00
George T. Vaughan.....	593 00
Southard, Herbert & Co..	596 00
John H. Bailey.....	598 00
David Babcock.....	602 00
Joseph L. Savage.....	604 00
James M. Shaw.....	691 00
William A. Wheeler.....	846 00

Class No. 65, fish oil :

Judd Linseed Oil Co.....	*130 00
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† Received after time of opening.

George T. Vaughan.....	\$148 00
William A. Wheeler.....	150 00
David Babcock.....	156 00
Southard, Herbert & Co..	168 00
Joseph L. Savage.....	180 00
James M. Shaw.....	240 00
Elisha Tripp.....	250 00
N. F. Mathes & Co.....	†250 00

Class No. 68, glass :

David Babcock.....	*1,300 65
John J. Bingham.....	1,698 00
Elisha Tripp.....	1,890 50
William Porter & Sons...	2,450 50
Clark & Pearson.....	3,175 87½
Joseph L. Savage.....	3,810 70
William A. Wheeler.....	5,837 50

Class No. 69, brushes :

Alonzo A. Foster.....	*786 85
Joseph L. Savage.....	824 00
David Babcock.....	1,117 75½
Hyatt & Spencer.....	†1,119 48
John J. Bingham.....	1,143 01
John H. Bailey.....	1,146 00
William A. Wheeler.....	1,441 91

Class No. 70, dry goods for upholstery :

John J. Bingham.....	*677 05
Joseph L. Savage.....	738 65
William A. Wheeler.....	816 30
Hyatt & Spencer.....	854 35
Alonzo A. Foster.....	960 90

Class No. 71, stationery :

W. C. Rogers & Co.....	*538 03
William A. Wheeler.....	792 60
Cutter, Tower & Co.....	782 42
W. H. Arthur & Co.....	857 26
Hall L. Davis.....	883 65½
John M. Whittemore & Co.	1,056 08½

Class No. 73, ship chandlery :

Alonzo A. Foster.....	*936 80
Hyatt & Spencer.....	961 75
John H. Bailey.....	1,089 00
N. F. Mathes & Co.....	†1,099 80
William A. Wheeler.....	1,236 17
Joseph L. Savage.....	1,248 50
Wheeler & Browning....	1,521 25

Class No. 74, acids :

Clark & Pearson.....	*166 50
Alonzo A. Foster.....	174 00
David Babcock.....	175 00
William A. Wheeler.....	210 10
William Porter & Sons...	223 00
John J. Bingham.....	227 00
E. A. Adams & Co.....	1,260 00

Class No. 75, rosin, pitch, crude turpentine :

William A. Wheeler.....	‡\$550 00
Joseph L. Savage.....	550 00
David Babcock.....	550 00
John J. Bingham.....	595 00

Class No. 77, belting packing :

C. M. Clapp & Co.....	*4,186 05
Joseph L. Savage.....	4,344 07
William A. Wheeler.....	4,803 30
Wheeler & Browning....	4,810 30
John J. Bingham.....	4,849 30
Hoyt Brothers.....	5,031 52
James R. Pugh.....	5,035 80
Hyatt & Spencer.....	5,545 41

Class No. 78, ¶ leather, pump, rigging, lacing :

Alonzo A. Foster.....	505 25
Joseph L. Savage.....	575 50
John J. Bingham.....	662 72
William Porter & Sons...	678 50
William A. Wheeler.....	695 75
C. M. Clapp & Co.....	

Class No. 85, anthracite coal :

Samuel Oakman.....	*7,245 00
S. P. Brown & Son.....	7,581 00
William A. Wheeler.....	7,496 00
Tyler & Co.....	7,591 50
Lewis W. Heil.....	7,854 00
George W. Tucker.....	8,400 00
James M. Shaw.....	9,366 50

Class No. 86, semi-bituminous coal :

William A. Wheeler.....	*759 00
A. R. Bass.....	765 00
Samuel Oakman.....	775 00
Lewis W. Heil.....	822 00
S. P. Brown & Son.....	845 00
George W. Tucker.....	900 00
James M. Shaw.....	910 00
R. B. Wigton.....	924 00

Class No. 87, bituminous coal :

Samuel Oakman.....	*2,220 00
William A. Wheeler.....	2,316 00
John B. Turton.....	2,340 00
S. P. Brown & Son.....	2,370 00
Lewis W. Heil.....	2,385 00
James M. Shaw.....	2,592 00
George W. Tucker.....	2,700 00
Hampshire & Balt. Coal Co	†2,175 00

Class No. 88, charcoal :

William A. Wheeler.....	*2,260 00
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*Accepted.

† Received after time of opening.

‡ Informal.

§ Decided by lot.

¶ Informality in class ; no contract made.

George A. Hammond.....	\$2,290 00	Charles G. Brown.....	\$1,280 00
William Porter & Sons....	3,175 00		
George W. Tucker.....	3,650 00	Class No. 90†, patented articles:	

Opened in presence of—

T. E. WEBB, *Assistant Naval Constructor.*

H. A. GOLDSBOROUGH, *Chief Clerk.*

B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, *Bureau of Construction and Repair, July 10, 1867.*

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Charlestown, Massachusetts.

Class No. 1, white oak logs:

S. P. Brown & Son.....	*\$10,800 00
A. Vinal & Co.....	11,500 00
Samuel George Hart.....	12,000 00
William Haskins & Son..	12,400 00
William M. Shakspear...	12,800 00
Trickey & Jewett.....	13,000 00
Elliot Harroun.....	13,000 00
William White.....	13,600 00
George T. Wallace.....	14,000 00

Class No. 2, white oak keel pieces:

A. Vinal & Co.....	*877 50
William Haskins & Son..	1,068 75
Trickey & Jewett.....	1,125 00
George T. Wallace.....	1,125 00
S. P. Brown & Son.....	1,968 75
Samuel George Hart.....	1,968 75
William M. Shakspear...	2,250 00

Class No. 3, white oak curved timber:

A. Vinal & Co.....	*19,000 00
George T. Wallace.....	20,000 00
William White.....	21,250 00
William Haskins & Son..	22,250 00
William M. Shakspear...	22,250 00
Trickey & Jewett.....	25,000 00
Wesley Smith.....	25,000 00
Samuel George Hart.....	42,500 00
Elliot Harroun.....	43,750 00

Class No. 4, white oak plank:

Samuel S. Bigler & Son..	*9,300 00
S. P. Brown & Son.....	10,700 00
Samuel George Hart.....	10,450 00
William H. Eagle.....	11,050 00
Elliot Harroun.....	11,625 00
Trickey & Jewett.....	23,050 00
William Haskins & Son..	23,250 00
William M. Shakspear...	23,250 00

Class No. 5, white oak boards:

George T. Wallace.....	†\$975 00
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* Accepted.

† Decided by lot.

S. P. Brown & Son.....	\$975 00
Samuel George Hart.....	1,000 00
Trickey & Jewett.....	1,095 00
Elliot Harroun.....	1,125 00
William Haskins & Son..	1,200 00
William M. Shakspear...	1,500 00
William H. Eagle.....	1,500 00

Class No. 7, yellow pine logs:

William B. Griffith.....	†\$11,250 00
James Bigler & Co.....	11,250 00
Lathbury, Wickersham & Co.....	11,750 00
William Haskins & Son..	11,500 00
Elliot Harroun.....	12,000 00
Trickey & Jewett.....	12,500 00
William White.....	13,000 00
S. P. Brown & Son.....	13,250 00
George T. Wallace.....	13,500 00
William M. Shakspear...	14,500 00
Samuel George Hart.....	15,000 00

Class No. 8, yellow pine beams:

William B. Griffith.....	*8,152 33
S. P. Brown & Son.....	10,265 96
George T. Wallace.....	12,681 48
Elliot Harroun.....	12,832 45
William M. Shakspear...	13,587 30
William Haskins & Son..	13,738 27
Samuel George Hart.....	14,342 15
William White.....	14,795 06
Trickey & Jewett.....	15,097 00
Lathbury, Wickersham & Co.....	18,871 25

Class No. 9, yellow pine mast timber:

S. P. Brown & Son.....	*22,949 55†
William B. Griffith.....	25,127 25
George T. Wallace.....	31,492 82
William Haskins & Son..	41,543 72
William M. Shakspear...	41,878 75
Lathbury, Wickersham & Co.....	41,878 75
Elliot Harroun.....	41,878 75
Samuel George Hart.....	45,229 05
Trickey & Jewett.....	50,254 50

‡ No bidders for this class.

|| Informal.

Class No. 11, white pine logs:

Samuel George Hart.....	†*\$4,500 00
Elliot Harroun	4,500 00
George A. Hammond.....	6,450 00
Wesley Smith	7,050 00
Trickey & Jewett.....	7,200 00
James Bigler & Co	7,200 00
William H. Eagle.....	7,500 00
S. P. Brown & Son.....	8,100 00

Class No. 12, white pine mast timber:

Wesley Smith	*6,620 00
Trickey & Jewett.....	8,150 00
Elliot Harroun	11,400 00
Samuel George Hart.....	11,450 00
Watson & Pittinger.....	17,200 00

Class No. 13, white pine plank, boards:

Samuel S. Bigler & Son..	*20,065 00
Trickey & Jewett.....	22,170 00
Samuel George Hart.....	24,640 00
William H. Eagle.....	25,270 00
Elliot Harroun	25,460 00

Class No. 15, white ash, elm, beech:

S. P. Brown & Son.....	*3,165 00
Trickey & Jewett.....	3,430 00

Class No. 16, white ash oars:

Fred. A. Southmayd	†*540 00
Joseph L. Savage.....	540 00
William Porter & Sons...	596 50
John J. Bingham.....	675 00
S. P. Brown & Son	720 00

Class No. 17, hickory:

William B. Griffith.....	*2,060 00
Trickey & Jewett.....	3,150 00

Class No. 18, black walnut, mahogany, maple, cherry:

Trickey & Jewett.....	*4,195 00
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Class No. 19, locust timber:

William B. Griffith.....	*1,160 00
George A. Hammond.....	2,800 00
Trickey & Jewett.....	2,980 00
James Bigler & Co	2,980 00
Samuel George Hart.....	3,400 00
S. P. Brown & Son	3,440 00
Elliot Harroun	3,500 00
Wesley Smith	3,600 00
William M. Shakspear....	4,000 00
J. D. Conklin & Son	4,000 00

Class No. 20, locust treenails:

S. P. Brown & Son.....	*1,833 00
William B. Griffith	1,890 00

J. D. Conklin & Son	\$2,389 00
William M. Shakspear....	3,120 00
Trickey & Jewett.....	3,210 00

Class No. 22, cypress, cedar:

S. P. Brown & Son.....	*1,620 00
Trickey & Jewett.....	2,050 00
George T. Wallace.....	2,100 00
George A. Hammond.....	2,360 00
William White.....	2,700 00

Class No. 23, black spruce:

George A. Hammond.....	*4,022 00
Trickey & Jewett.....	4,770 00
S. P. Brown & Son.....	5,268 00
Joseph Weecott & Son...	6,014 00
George W. Lawrence	6,900 00

Class No. 24, white oak staves and headings:

William N. Mills	*1,910 00
John J. Bingham.....	2,260 00
George T. Wallace.....	3,120 00
Watson & Pittinger.....	3,603 20
William White.....	3,780 00

Class No. 25, lignumvitæ:

Trickey & Jewett.....	*1,752 50
John J. Bingham.....	2,270 00
Wesley Smith	2,875 00
Watson & Pittinger.....	4,250 00

Class No. 32, wrought iron, round and square:

Fuller, Dana & Fitz.....	*16,677 50
John J. Bingham.....	16,954 75
Joseph L. Savage.....	17,525 00
Wheeler & Browning	18,070 00
William H. James	18,699 25
William A. Wheeler	19,524 00

Class No. 33, wrought iron, flat:

Fuller, Dana & Fitz	*1,607 50
John J. Bingham.....	1,657 60
William H. James	1,798 25
Wheeler & Browning	1,870 00
Joseph L. Savage.....	1,877 25
William A. Wheeler.....	1,942 50

Class No. 34, iron plate:

John J. Bingham.....	*3,628 50
William A. Wheeler.....	4,604 50
Joseph L. Savage	4,625 50
Wheeler & Browning	5,421 50

Class No. 35, steel:

James Horner	†1,297 00
Alonzo A. Foster.....	*1,414 50
Park, Brother & Co.....	1,429 50
Fuller, Dana & Fitz.....	1,437 50
William A. Wheeler.....	1,437 75

* Accepted.

† Informal.

† Decided by lot.

Joseph L. Savage.....	\$1,439 50
David Babcock.....	1,519 00
Wheeler & Browning.....	1,539 00
John J. Bingham.....	1,539 00

Class No. 37, iron spikes:

Joseph L. Savage.....	*2,485 00
John J. Bingham.....	2,875 00
William A. Wheeler.....	2,970 00
Fuller, Dana & Fitz.....	3,075 00
Alonzo A. Foster.....	3,090 00
Wheeler & Browning....	8,800 00

Class No. 38, iron wrought nails:

Alonzo A. Foster.....	*386 00
Joseph L. Savage.....	475 00
William A. Wheeler.....	846 00
Wheeler & Browning....	1,230 00

Class No. 39, iron cut nails:

Alonzo A. Foster.....	*593 80
Hyatt & Spencer.....	615 00
William A. Wheeler.....	633 05
Joseph L. Savage.....	643 00
Wheeler & Browning....	665 25

Class No. 42, lead pipe, sheet:

Alonzo A. Foster.....	*12,710 00
William A. Wheeler.....	12,870 00
Wheeler & Browning....	12,945 00
John J. Bingham.....	13,170 00
Joseph L. Savage.....	13,255 00
C. M. Clapp & Co.....	13,417 50
David Babcock.....	14,692 50
William Porter & Sons...	17,257 50

Class No. 43, zinc:

John J. Bingham.....	*276 55
Joseph L. Savage.....	294 00
Wheeler & Browning....	306 25
George Adams.....	318 50
Alonzo A. Foster.....	326 00
William A. Wheeler.....	343 00
William Porter & Sons...	367 50

Class No. 44, tin:

Wheeler & Browning....	*3,165 00
Joseph L. Savage.....	3,255 00
Alonzo A. Foster.....	3,282 50
Fuller, Dana & Fitz.....	3,402 50
David Babcock.....	3,406 30
John J. Bingham.....	3,443 00
William A. Wheeler.....	3,690 50
William Porter & Sons...	3,812 50

Class No. 48, locks, hinges, bolts of brass and iron:

Joseph L. Savage.....	*1,934 50
William A. Wheeler.....	1,993 08
Alonzo A. Foster.....	2,140 98

John J. Bingham.....	\$2,459 30
Wheeler & Browning....	2,616 00
Hyatt & Spencer.....	3,034 08

Class No. 49, screws of brass and iron:

Joseph L. Savage.....	*4,704 81
William A. Wheeler.....	4,916 55
Hyatt & Spencer.....	4,928 57
Alonzo A. Foster.....	4,930 22
Scudder, Rogers & Co...	5,135 33
Wheeler & Browning....	5,857 56
Clark & Pearson.....	6,064 67

Class No. 50, files:

Scudder, Rogers & Co...	*1,756 13
Joseph L. Savage.....	1,757 26
John J. Bingham.....	1,784 33
James Horner.....	1,805 50
J. K. Hoyt.....	1,909 27
William A. Wheeler.....	2,031 13
Alonzo A. Foster.....	2,059 42
Hyatt & Spencer.....	2,144 37
Wheeler & Browning....	2,659 57
Clark & Pearson.....	3,090 65

Class No. 51, augers:

Alonzo A. Foster.....	*2,536 57
Joseph L. Savage.....	2,752 55
Scudder, Rogers & Co...	2,770 06
Hyatt & Spencer.....	2,894 56
Wheeler & Browning....	2,938 00
William A. Wheeler.....	3,078 93

Class No. 52, tools for ships' stores:

Scudder, Rogers & Co...	*1,665 60
Joseph L. Savage.....	1,685 35
William A. Wheeler.....	1,961 42
Hyatt & Spencer.....	1,998 90
Wheeler & Browning....	2,247 40
Alonzo A. Foster.....	2,521 84

Class No. 53, tools for use in yards and shops:

Alonzo A. Foster.....	*3,595 47
William A. Wheeler.....	3,860 29
Joseph L. Savage.....	4,067 95
Hyatt & Spencer.....	4,230 56
Scudder, Rogers & Co...	4,414 40
Wheeler & Browning....	4,431 45

Class No. 54, hardware:

Joseph L. Savage.....	*4,549 85
William A. Wheeler.....	4,649 82
Hyatt & Spencer.....	4,956 92
Alonzo A. Foster.....	5,037 99
Wheeler & Browning....	6,009 62

Class No. 56, white lead:

Alonzo A. Foster.....	*600 00
C. M. Clapp & Co.....	662 50

*Accepted.

Joseph L. Savage.....	\$675 00
David Babcock.....	687 50
William A. Wheeler.....	725 00
William Porter & Sons...	750 00
John J. Bingham.....	750 00
Clark & Pearson.....	800 00

Class No. 57, zinc paints:

C. M. Clapp & Co.....	*256 25
Joseph L. Savage.....	287 50
William A. Wheeler.....	287 50
Clark & Pearson.....	312 50
John J. Bingham.....	312 50
David Babcock.....	325 00
Alonzo A. Foster.....	337 50
William Porter & Sons...	337 50

Class No. 58, colored paints, dryers, &c.:

David Babcock.....	*451 40
Joseph L. Savage.....	515 25
John J. Bingham.....	612 20
William A. Wheeler.....	614 00
Clark & Pearson.....	662 87½

Class No. 59, linseed oil:

Joseph L. Savage.....	*8,645 00
Judd Linseed Oil Co....	8,700 90
William H. James.....	8,710 00
David Babcock.....	9,100 00
Manhattan Oil Co.....	9,295 00
Clark & Pearson.....	9,425 00
George Adams.....	9,620 00
C. M. Clapp & Co.....	9,685 00
William A. Wheeler.....	9,750 00
James M. Shaw.....	10,790 00

Class No. 60, varnish, spirits turpentine:

David Babcock.....	*4,861 00
Joseph L. Savage.....	4,940 00
William A. Wheeler.....	5,179 00
Alonzo A. Foster.....	5,336 00
George Adams.....	5,374 00
John J. Bingham.....	5,620 00
C. M. Clapp & Co.....	5,800 00
Clark & Pearson.....	6,530 00

Class No. 63, sperm and lard oil:

Southard, Herbert & Co..	*6,170 00
Manhattan Oil Co.....	6,540 00
Joseph L. Savage.....	6,550 00
Judd Linseed Oil Co....	6,693 30
James M. Shaw.....	7,325 00
William H. James.....	7,335 00
David Babcock.....	7,400 00
William A. Wheeler.....	7,425 00

Class No. 64, tallow, soap:

Southard, Herbert & Co..	*190 00
John J. Bingham.....	195 00
Alonzo A. Foster.....	205 00

Accepted.

Mullet & Bradbury.....	\$210 00
David Babcock.....	215 00
Joseph L. Savage.....	220 00
William A. Wheeler.....	245 00
George Adams.....	245 00

Class No. 68, glass:

John J. Bingham.....	*2,982 27
David Babcock.....	3,171 79
William Porter & Sons...	3,415 10
Clark & Pearson.....	3,486 40½
George Adams.....	3,513 26
William A. Wheeler.....	3,738 30

Class No. 69, brushes:

Joseph L. Savage.....	*1,381 83½
David Babcock.....	1,468 43
Alonzo A. Foster.....	1,538 55
John J. Bingham.....	1,887 28½
Hyatt & Spencer.....	2,130 03½
William A. Wheeler.....	2,413 53½

Class No. 70, dry-goods for upholstery:

John J. Bingham.....	*1,229 15
Joseph L. Savage.....	1,267 65
William A. Wheeler.....	1,405 12½
Hyatt & Spencer.....	1,464 20
Alonzo A. Foster.....	1,468 75

Class No. 71, stationery:

W. C. Rogers & Co.....	*967 88
William H. Arthur & Co..	1,309 23
Cutter, Tower & Co.....	1,350 51
William A. Wheeler.....	1,435 20
Abram E. Cutter.....	1,500 24
John M. Whittemore & Co.	1,589 45

Class No. 73, ship-chandlery:

William A. Wheeler.....	*1,251 00
John J. Bingham.....	1,358 25
Hyatt & Spencer.....	1,379 20
Alonzo A. Foster.....	1,383 20
Joseph L. Savage.....	1,493 00

Class No. 74, acids:

Clark & Pearson.....	*300 00
David Babcock.....	300 00
Joseph L. Savage.....	405 00
William A. Wheeler.....	420 00
William Porter & Sons...	420 00
John J. Bingham.....	420 00
E. A. Adams & Co.....	3,300 00

Class No. 75, rosin, pitch, crude turpentine:

John J. Bingham.....	*1,087 50
David Babcock.....	1,106 25
William A. Wheeler.....	1,121 25
Joseph L. Savage.....	1,275 00

†Decided by lot.

Class No. 77, belting, packing:

Joseph L. Savage.....	\$*3,952 75
C. M. Clapp & Co.....	4,064 62½
Hoyt Brothers.....	4,059 25
John J. Bingham.....	4,089 00
William A. Wheeler.....	4,237 25
Wheeler & Browning....	4,297 00
James R. Pugh.....	4,650 00
Hyatt & Spencer.....	4,996 75

Class No. 78, leather, pump, rigging, lacing:

Joseph L. Savage.....	119 00
John J. Bingham.....	157 70
William A. Wheeler.....	1,284 00
William Porter & Sons....	1,312 00
George Adams.....	†
C. M. Clapp & Co.....	†

Class No. 85, anthracite coal:

Samuel Oakman.....	*9,380 00
Tyler & Co.....	9,772 00
A. R. Bass.....	9,796 00
William A. Wheeler.....	9,808 00
S. P. Brown & Son.....	9,926 00
Lewis W. Heil.....	10,010 00
James M. Shaw.....	12,228 00

Class No. 86, semi-bituminous coal:

Samuel Oakman.....	*5,480 00
A. R. Bass.....	5,592 00

Opened in presence of—

T. E. WEBB, *Assistant Naval Constructor.*
H. A. GOLDSBOROUGH, *Chief Clerk.*
B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, *Bureau of Construction and Repair, July 10, 1867.*

Tyler & Co.....	\$5,856 00
William A. Wheeler.....	6,032 00
S. P. Brown & Son.....	6,032 00
Lewis W. Heil.....	6,376 00
R. B. Wighton.....	6,792 00
James M. Shaw.....	7,120 00

Class No. 87, bituminous coal:

Samuel Oakman.....	*5,760 00
William H. James.....	5,860 00
John B. Turton.....	5,920 00
William A. Wheeler.....	6,056 00
S. P. Brown & Son.....	6,144 00
Lewis W. Heil.....	6,248 00
James M. Shaw.....	6,880 00
Hampshire and Baltimore Coal Co.....	\$5,720 00

Class No. 88, charcoal:

Clark & Pearson.....	*1,100 00
Mullet & Bradbury.....	1,250 00
Samuel Oakman.....	1,250 00
William A. Wheeler.....	1,300 00
Alonzo A. Foster.....	1,350 00
Joseph L. Savage.....	1,500 00
William Porter & Sons....	1,950 00

Class No. 90, patented articles:

G. & C. Place.....	*38,619 00
Joseph L. Savage.....	45,907 50
Pratt, Whitney & Co....	0

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Brooklyn, N. Y.

Class No. 1, white oak logs:

Elliot Harroun.....	||*\$15,000 00
Samuel George Hart.....	15,000 00
S. P. Brown & Son.....	15,600 00
Wm. M. Shakspear.....	17,700 00
Wesley Smith.....	18,000 00
George T. Wallace.....	19,200 00
Wm. White.....	20,400 00

Class No. 4, white oak plank:

Watson & Pittinger.....	*650 00
Samuel George Hart.....	670 00
Elliot Harroun.....	700 00
Wm. H. Eagle.....	700 00
Wesley Smith.....	700 00
S. P. Brown & Son.....	750 00
Geo. T. Wallace.....	800 00
Wm. M. Shakspear.....	1,750 00

Class No. 5, white oak boards:

Fred. A. Southmayd.....	*\$560 00
S. P. Brown & Son.....	590 00
Watson & Pittinger.....	650 00
A. A. McCullough.....	650 00
Elliot Harroun.....	700 00
Geo. T. Wallace.....	700 00
Wesley Smith.....	700 00
Samuel George Hart.....	700 00
Wm. M. Shakspear.....	1,000 00

Class No. 7, yellow pine logs:

Wm. B. Griffith.....	||*26,400 00
Elliot Harroun.....	26,400 00
Lathbury, Wickersham & Co.....	27,000 00
James Bigler & Co.....	27,000 00
S. P. Brown & Son.....	28,800 00

*Accepted.

†Informality in schedule; no contract made.

‡Amount not carried out.

§Received after time of opening.

°Bid informal; bids only for part of class.

¶Decided by lot.

Wm. White.....	\$29,700 00	Class No. 16, white ash oars :	
Geo. T. Wallace.....	31,800 00	John J. Bingham	*\$2,370 00
Samuel George Hart	31,800 00	Fred. A. Southmayd.....	2,437 50
Wm. M. Shakspear.....	33,000 00	Wm. Porter & Sons.....	2,831 25
Mark W. Downie.....	34,800 00	George H. Creed.....	2,850 00
A. A. McCullough.....	36,000 00	S. P. Brown & Son.....	3,000 00
Wesley Smith.....	42,000 00	Watson & Pittinger.....	4,200 00
Class No. 8, yellow pine beams :		Class No. 17, hickory :	
Wm. B. Griffith.....	*1,898 99	Fred. A. Southmayd.....	*442 00
S. P. Brown & Son.....	2,436 44	A. A. McCullough.....	725 00
Wm. M. Shakspear.....	2,472 27	Watson & Pittinger.....	850 00
Geo. T. Wallace.....	2,508 10	Class No. 18, black walnut,	
Wm. White.....	2,687 25	mahogany, maple, cherry :	
Elliot Harroun.....	2,866 40	Joseph W. Duryee.....	*3,013 50
Samuel George Hart.....	2,866 40	Watson & Pittinger.....	4,000 00
Lathbury, Wickersham &		Fred. A. Southmayd.....	4,270 50
Co.....	4,299 60	Class No. 19, locust timber :	
Mark W. Downie.....	4,299 60	Wm. B. Griffith.....	*580 00
Wesley Smith.....	4,657 90	A. A. McCullough.....	1,200 00
Watson & Pittinger.....	5,374 50	Samuel George Hart.....	1,700 00
Class No. 9, yellow pine mast		Wesley Smith.....	1,800 00
timber :		Watson & Pittinger.....	1,950 00
S. P. Brown & Son.....	*6,762 24	Wm. M. Shakspear.....	2,000 00
Wm. B. Griffith.....	7,044 00	Elliot Harroun.....	2,000 00
Geo. T. Wallace.....	8,452 80	J. D. Conklin & Son.....	2,000 00
Elliot Harroun.....	9,392 00	Class No. 20, locust treenails :	
Watson & Pittinger.....	10,706 88	Wm. B. Griffith.....	*1,840 00
Samuel George Hart.....	10,800 80	S. P. Brown & Son.....	2,080 00
Lathbury, Wickersham &		J. D. Conklin & Son.....	2,140 00
Co.....	11,740 00	Wesley Smith.....	2,340 00
Wm. M. Shakspear.....	11,740 00	Watson & Pittinger.....	2,600 00
Mark W. Downie.....	11,740 00	A. A. McCullough.....	2,890 00
Wesley Smith.....	15,496 80	Wm. M. Shakspear.....	3,100 00
Class No. 12, white pine mast		Class No. 22, cypress, cedar :	
timber :		S. P. Brown & Son.....	*1,850 00
Wesley Smith.....	*2,320 00	Fred. A. Southmayd.....	1,995 00
Elliot Harroun.....	3,000 00	James Bigler & Co.....	2,030 00
Samuel George Hart.....	3,100 00	Watson & Pittinger.....	2,065 00
Watson & Pittinger.....	4,250 00	Joseph W. Duryee.....	2,200 00
Class No. 13, white pine plank		A. A. McCullough.....	2,450 00
boards :		George T. Wallace.....	2,450 00
Samuel S. Bigler & Son..	*19,650 00	Wm. White.....	2,800 00
Joseph W. Duryee.....	19,975 00	Class No. 23, black spruce :	
Wm. H. Eagle.....	20,300 00	S. P. Brown & Son.....	*3,202 00
Wesley Smith.....	21,450 00	Joseph Wescott & Son...	3,740 00
Watson & Pittinger.....	23,700 00	Geo. W. Lawrence.....	4,390 00
James Bigler & Co.....	23,790 00	Watson & Pittinger.....	4,750 00
S. P. Brown & Son.....	25,200 00	Class No. 24, white oak staves	
Samuel George Hart.....	26,000 00	and headings :	
Elliot Harroun.....	26,350 00	Wesley Smith.....	*3,860 00
Class No. 15, white ash, elm,		John J. Bingham.....	4,145 00
beech :		Watson & Pittinger.....	4,450 00
Fred. A. Southmayd.....	*460 00	George T. Wallace.....	6,560 00
Joseph W. Duryee.....	470 00		
S. P. Brown & Son.....	496 00		
Watson & Pittinger.....	590 00		
James Bigler & Co.....	600 00		

*Accepted.

Class No. 25, lignumvitæ :

John J. Bingham	*\$425 00
Wm. Porter & Sons	525 00
Watson & Pittinger	700 00
Geo. H. Creed	800 00
Wesley Smith	800 00

Class No. 32, wrought iron,
round and square :

Wm. H. James	*18,380 00
John J. Bingham	18,538 00
Geo. H. Creed	18,867 50
Wheeler & Browning	20,800 00
Wm. A. Wheeler	22,020 00

Class No. 33, wrought iron, flat :

John J. Bingham	*21,186 50
Wm. H. James	21,326 25
Geo. H. Creed	23,550 00
Wheeler & Browning	24,300 00
Wm. A. Wheeler	26,612 50

Class No. 35, steel :

Geo. H. Creed	*1,350 00
James Horner	1,388 00
Wm. A. Wheeler	1,402 25
Park, Brother & Co.	1,435 40
Alonzo A. Foster	1,457 00
Miller, Barr & Parkin	1,457 00
Wm. H. James	1,458 50
David Babcock	1,489 50
Wheeler & Browning	1,521 00
John J. Bingham	1,538 00

Class No. 37, iron spikes :

Geo. H. Creed	*2,185 00
Alonzo A. Foster	2,245 00
John J. Bingham	2,395 00
Wm. A. Wheeler	2,476 00
Wheeler & Browning	7,400 00

Class No. 38, iron wrought nails :

Alonzo A. Foster	*298 00
George H. Creed	326 00
William A. Wheeler	703 00
Wheeler & Browning	765 00

Class No. 39, iron cut nails :

George H. Creed	*5,928 00
Alonzo A. Foster	5,922 52
Hyatt & Spencer	6,199 60
William A. Wheeler	6,654 50
Wheeler & Browning	6,792 50

Class No. 42, lead, pipe, sheet :

David Babcock	*4,471 25
George H. Creed	4,581 25
Alonzo A. Foster	4,635 00
John J. Bingham	4,694 00
Wheeler & Browning	4,730 00
William A. Wheeler	4,807 50
William Porter & Sons	6,127 50

Class No. 43, zinc :

David Babcock	*\$1,068 00
George H. Creed	1,095 00
John J. Bingham	1,128 00
William A. Wheeler	1,200 00
William Porter & Sons	1,225 00
Wheeler & Browning	1,440 00

Class No. 44, tin :

John J. Bingham	*4,192 50
Wheeler & Browning	4,725 00
David Babcock	4,896 00
George H. Creed	4,970 00
Alonzo A. Foster	5,057 60
William A. Wheeler	5,330 00
Hyatt & Spencer	5,529 50
William Porter & Sons	5,540 50

Class No. 45, solder :

Alonzo A. Foster	*46 25
George H. Creed	130 00
David Babcock	130 00
William Porter & Sons	149 37
William A. Wheeler	150 00
John J. Bingham	159 00
James M. Shaw	195 00
Hyatt & Spencer	195 00
Wheeler & Browning	225 00

Class No. 48, locks, hinges,
bolts of brass and iron :

John J. Bingham	*3,859 66
George H. Creed	3,823 02
Alonzo A. Foster	4,916 88
Wheeler & Browning	5,171 40
William A. Wheeler	5,833 42
Hyatt & Spencer	6,715 58

Class No. 49, screws of brass
and iron :

John J. Bingham	*2,075 89
Alonzo A. Foster	2,386 90
Hyatt & Spencer	2,462 63
William A. Wheeler	2,503 45
George H. Creed	2,524 75
Wheeler & Browning	2,828 09
Clark & Pearson	2,920 94

Class No. 50, files :

George H. Creed	*2,266 35
James Horner	2,394 07
John J. Bingham	2,419 10
J. K. Hoyt	2,446 81
Alonzo A. Foster	2,572 23
William A. Wheeler	2,661 09
Hyatt & Spencer	2,809 71
Samuel W. Sears & Co.	3,147 22
Wheeler & Browning	3,418 20
Clark & Pearson	4,345 81

Class No. 51, augers :

George H. Creed	*978 20
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* Accepted.

Alonzo A. Foster.....	\$1,088 76
Hyatt & Spencer.....	1,102 06
William A. Wheeler.....	1,269 64
Wheeler & Browning....	1,270 00

Class No. 52, tools for ship's stores :

George H. Creed.....	*429 25
William A. Wheeler.....	440 75
Alonzo A. Foster.....	460 10
Hyatt & Spencer.....	466 40
Wheeler & Browning....	486 90

Class No. 53, tools for use in yards and shops :

George H. Creed.....	*3,316 22
Alonzo A. Foster.....	3,532 76
Hyatt & Spencer.....	4,049 18
William A. Wheeler.....	4,330 56

Class No. 54, hardware :

William A. Wheeler.....	*4,066 38
George H. Creed.....	4,127 36
John J. Bingham.....	4,134 69½
Hyatt & Spencer.....	4,483 10
Alonzo A. Foster.....	5,193 63
Wheeler & Browning....	5,623 45

Class No. 57, zinc paints :

David Babcock.....	*592 00
George H. Creed.....	594 00
William Miller.....	630 00
John J. Bingham.....	686 40
Alonzo A. Foster.....	690 00
William A. Wheeler.....	720 00
Clark & Pearson.....	750 00
William Porter & Sons...	780 00
William H. James.....	780 00

Class No. 58, colored paints, dryers, &c. :

George H. Creed.....	*1,472 60
David Babcock.....	1,482 40
Alonzo A. Foster.....	1,485 00
William Miller.....	1,568 30
Clark & Pearson.....	1,812 60
William A. Wheeler.....	1,833 60
John J. Bingham.....	1,865 00

Class No. 59, linseed oil :

David Babcock.....	*8,925 00
George H. Creed.....	9,030 00
Judd Linseed Oil Co.....	9,370 20
William H. James.....	9,380 00
Clark & Pearson.....	9,940 00
William A. Wheeler.....	10,220 00
James M. Shaw.....	11,480 00

Class No. 60, varnish, spirits turpentine :

David Babcock.....	*3,077 00
John J. Bingham.....	3,142 00
George H. Creed.....	3,378 00

William A. Wheeler.....	\$3,396 80
Alonzo A. Foster.....	3,529 00
William Porter & Sons...	3,580 50
William Miller.....	3,957 50
Clark & Pearson.....	4,067 60

Class No. 63, sperm and lard oil :

Southard, Herbert & Co...	*3,188 00
George H. Creed.....	3,360 00
Judd Linseed Oil Co.....	3,367 12
David Babcock.....	3,652 00
William H. James.....	3,732 00
William A. Wheeler.....	3,736 00
James M. Shaw.....	3,788 00

Class No. 64, tallow, soap :

John J. Bingham.....	*602 80
David Babcock.....	611 40
George H. Creed.....	618 00
Southard, Herbert & Co...	629 00
William Miller.....	637 00
William A. Wheeler.....	651 40
Alonzo A. Foster.....	653 00

Class No. 65, fish oil :

Judd Linseed Oil Co.....	*650 00
David Babcock.....	700 00
William A. Wheeler.....	730 00
Southard, Herbert & Co...	770 00
George H. Creed.....	900 00
William H. James.....	930 00
James M. Shaw.....	1,240 00

Class No. 66, glass :

George H. Creed.....	*922 50
John J. Bingham.....	1,033 50
William Porter & Sons...	1,120 70
Clark & Pearson.....	1,276 10
David Babcock.....	1,307 60
William A. Wheeler.....	1,442 10
William Miller.....	1,588 40

Class No. 69, brushes :

George H. Creed.....	*1,342 20
Alonzo A. Foster.....	1,685 22
David Babcock.....	2,187 50
John J. Bingham.....	2,358 35
William Miller.....	2,543 70
Hyatt & Spencer.....	2,694 82
William A. Wheeler.....	2,936 60

Class No. 70, dry goods for upholstery :

George H. Creed.....	*1,696 00
John J. Bingham.....	1,862 17
William A. Wheeler.....	2,391 05
Alonzo A. Foster.....	2,395 15
Hyatt & Spencer.....	2,596 91

Class No. 71, stationery :

W. C. Rogers & Co.....	*1,612 61
W. A. Crawford & Co....	1,680 30
William H. Arthur & Co..	1,696 01

* Accepted.

P. W. Derham	\$1,756 20	Alonzo A. Foster	\$2,816 20
William A. Wheeler	1,940 20	John J. Bingham	2,961 60
Cutter, Tower, & Co.	2,050 51	William A. Wheeler	3,097 00
John M. Whittemore & Co. .	2,552 14	C. M. Clapp & Co	3,349 00
R. M. Whiting, jr	2,777 55		
Class No. 73, ship chandlery:		Class No. 80, junk:	
Alonzo A. Foster	*2,526 25	John J. Bingham	*6,328 00
John J. Bingham	2,583 26	John W. Mason & Co.	7,246 50
Hyatt & Spencer	2,657 40	Alonzo A. Foster	7,840 00
George H. Creed	2,668 00	William A. Wheeler	8,500 00
William A. Wheeler	2,725 35	George H. Creed	9,000 00
Class No. 74, acids:		Class No. 82, bellows:	
David Babcock	*113 50	Alonzo A. Foster	*18 00
Clark & Pearson	125 06½	George H. Creed	48 00
William A. Wheeler	140 00	William A. Wheeler	66 00
Hyatt & Spencer	142 00	William Miller	80 40
William Porter & Sons	149 00		
George H. Creed	152 25	Class No. 85, anthracite coal:	
William Miller	164 00	Tyler & Co.	*9,810 00
John J. Bingham	173 50	A. R. Bass	9,850 00
Alonzo A. Foster	178 25	William A. Wheeler	10,042 00
E. A. Adams & Co	1,202 50	Lewis W. Heil	10,404 00
Class No. 75, rosin, pitch, crude turpentine:		S. P. Brown & Son	11,412 00
William A. Wheeler	*199 50		
George H. Creed	237 50	Class No. 86, semi-bituminous coal:	
David Babcock	247 50	Tyler & Co.	*4,792 00
John J. Bingham	273 50	William A. Wheeler	5,136 00
Class No. 77, belting, packing:		A. R. Bass	5,176 00
George H. Creed	*4,375 00	Lewis W. Heil	5,336 00
C. M. Clapp & Co.	4,469 75	S. P. Brown & Son	5,584 00
John J. Bingham	4,596 50		
William A. Wheeler	4,806 00	Class No. 88, charcoal:	
William Porter & Sons	4,967 50	William A. Wheeler	*397 00
Hoyt Brothers	5,045 00	George H. Creed	410 00
James R. Pugh	5,137 00	Alonzo A. Foster	500 00
Hyatt & Spencer	5,519 00	William Porter & Sons	537 50
Class No. 78 leather, pump, rigging, lacing:		Class No. 90, patented articles:	
George H. Creed	*2,337 60	George & C. Place	*10,111 50
William Porter & Sons	2,724 60	George H. Creed	10,640 00
Opened in presence of—		Pratt, Whitney & Co.	†
T. E. WEBB, Assistant Naval Constructor.			
H. A. GOLDSBOROUGH, Chief Clerk.			
B. T. HANLEY, Clerk.			

NAVY DEPARTMENT, Bureau of Construction and Repair, July 10, 1867.

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Philadelphia, Penn.

Class No. 7, yellow pine logs:		William M. Shakspear	\$5,500 00
James Bigler & Co.	†*\$4,500 00	William White	5,500 00
Lathbury, Wickersham & Co.	4,500 00	A. A. McCullough	7,500 00
William B. Griffith	4,500 00	Class No. 9, yellow pine mast timber:	
S. P. Brown & Son	4,800 00	William B. Griffith	*2,780 25
Watson & Pittinger	4,900 00	George T. Wallace	2,965 60
George T. Wallace	5,300 00		
* Accepted.		† Informal; bids for only part of class.	
		‡ Decided by lot.	

S. P. Brown & Son	\$3,520 76	Class No. 34, iron, plate:	
William M. Shakspear....	3,521 65	John J. Bingham	\$252 50
A. A. McCullough.....	3,707 00	Joseph L. Savage.....	254 00
Watson & Pittinger.....	4,225 98	Alonzo A. Foster.....	278 50
Lathbury, Wickersham & Co	4,520 54	Paul J. Field.....	280 50
Class No. 12, white pine mast timber:		Wheeler & Browning....	297 00
S. P. Brown & Son	*250 00	William A. Wheeler.....	514 50
Watson & Pittinger.....	500 00	Class No. 35, steel:	
Class No. 13, white pine plank, boards:		Alonzo A. Foster	*990 00
Joseph W. Duryee	*13,284 50	Park, Brother & Co.....	1,029 55
Watson & Pittinger.....	13,512 50	John J. Bingham	1,057 50
James Bigler & Co	13,889 50	Joseph L. Savage.....	1,058 50
S. P. Brown & Son	14,819 00	Miller, Barr & Parkin....	1,067 00
Evans & Teemyer.....	15,678 00	William A. Wheeler.....	1,080 25
Charles Benton.....	†11,919 20	David Babcock.....	1,110 00
Class No. 17, hickory:		Wheeler & Browning....	1,121 00
Watson & Pittinger.....	*520 00	Paul J. Field.....	1,178 00
Class No. 18, black walnut, mahogany, maple, cherry:		Class No. 39, iron cut nails:	
Joseph W. Duryee.....	*207 00	Hyatt & Spencer.....	*498 05½
Thomas & Pohl.....	294 00	Paul J. Field.....	502 02½
Frederick A. Southmayd..	330 00	Alonzo A. Foster.....	531 95
Watson & Pittinger.....	450 00	William A. Wheeler.....	575 17½
Class No. 23, black spruce:		Joseph L. Savage.....	591 65
Joseph Westcott & Son..	*1,880 00	Wheeler & Browning....	618 69
Watson & Pittinger.....	1,900 00	Class No. 41, lead, pig:	
S. P. Brown & Son	2,180 00	David Babcock.....	*2,312 50
George W. Lawrence	3,220 00	Alonzo A. Foster.....	2,437 50
Class No. 24, white oak staves and headings:		Wheeler & Browning....	2,437 50
John J. Bingham.....	*140 00	Joseph L. Savage.....	2,437 50
George T. Wallace.....	200 00	John J. Bingham.....	2,485 00
Watson & Pittinger.....	500 00	William Porter & Sons....	2,656 25
Class No. 32, wrought iron, round and square:		William A. Wheeler.....	2,687 50
Alonzo A. Foster.....	*3,095 00	Paul J. Field.....	2,687 50
John J. Bingham	3,131 00	James M. Shaw.....	2,687 50
Joseph L. Savage.....	3,207 50	Class No. 42, lead, pipe, sheet:	
William H. James.....	3,412 50	David Babcock.....	*7,921 87½
Paul J. Field.....	3,422 50	Alonzo A. Foster.....	8,109 37
Wheeler & Browning....	3,660 00	John J. Bingham	8,242 50
Lough Rolling Mill Co ..	3,690 00	William A. Wheeler.....	8,250 00
William A. Wheeler.....	3,820 00	Joseph L. Savage.....	8,250 00
Class No. 33, wrought iron, flat:		Paul J. Field.....	9,000 00
John J. Bingham	*1,408 50	William Porter & Sons...	10,875 00
Joseph L. Savage.....	1,547 50	Class No. 44, tin:	
Paul J. Field.....	1,554 00	Alonzo A. Foster.....	*1,625 00
William H. James.....	1,561 75	Joseph L. Savage.....	1,650 00
William A. Wheeler.....	1,628 00	Wheeler & Browning....	1,675 00
Alonzo A. Foster.....	1,637 00	John J. Bingham.....	1,740 00
Wheeler & Browning....	1,654 00	Paul J. Field.....	1,850 00
* Accepted.		Hyatt & Spencer	1,875 00
		William A. Wheeler.....	1,900 00
		David Babcock.....	1,900 00
		William Porter & Sons...	1,962 50
		Class No. 45, solder:	
		Alonzo A. Foster.....	*1,004 25
		Joseph L. Savage.....	2,678 00
		David Babcock.....	2,781 00

† Informal; bids for part of class.

William A. Wheeler.....	\$2,987 00	Joseph L. Savage.....	\$1,101 94
William Porter & Sons....	3,090 00	Wm. A. Wheeler.....	1,242 87†
John J. Bingham.....	3,234 20	W. A. Knight.....	1,300 32
Paul J. Field.....	3,296 00		
James M. Shaw.....	3,502 00	Class No. 56, white lead :	
Hyatt & Spencer.....	4,120 00	Alonzo A. Foster.....	*240 00
Wheeler & Browning.....	4,635 00	Joseph L. Savage.....	270 00
Class No. 48, locks, hinges, bolts of brass and iron :		David Babcock.....	275 00
Joseph L. Savage.....	*806 75	Wm. A. Wheeler.....	290 00
Alonzo A. Foster.....	836 20	James W. Robbins.....	299 80
John J. Bingham.....	876 21	Wm. Porter & Sons.....	300 00
Wheeler & Browning.....	1,060 40	John J. Bingham.....	300 00
William A. Wheeler.....	1,111 22	Clark & Pearson.....	315 00
W. A. Knight.....	1,357 77	Wheeler & Browning....	320 00
Hyatt & Spencer.....	1,551 47	Class No. 58, colored paints, dryers, &c. :	
Class No. 49, screws of brass and iron :		David Babcock.....	*786 30
Alonzo A. Foster.....	*586 88	James W. Robbins.....	796 49
William A. Wheeler.....	614 79	Joseph L. Savage.....	851 50
Joseph L. Savage.....	631 20	John J. Bingham.....	873 50
Hyatt & Spencer.....	643 58	Wm. A. Wheeler.....	885 50
W. A. Knight.....	670 64	Alonzo A. Foster.....	935 50
Clark & Pearson.....	716 20	Clark & Pearson.....	942 50
Wheeler & Browning.....	726 10	Wheeler & Browning....	1,096 00
Paul J. Field.....	750 30	Class No. 59, linseed oil :	
Class No. 50, files :		Judd Linseed Oil Co.....	*334 65
Joseph L. Savage.....	*825 88	Joseph L. Savage.....	337 50
John J. Bingham.....	937 73	Manhattan Oil Co.....	342 50
J. K. Hoyt.....	962 80‡	David Babcock.....	343 75
Alonzo A. Foster.....	987 16	Clark & Pearson.....	357 50
William A. Wheeler.....	1,035 75	James W. Robbins.....	372 50
W. A. Knight.....	1,144 38‡	Wm. A. Wheeler.....	375 00
Wheeler & Browning....	1,257 75	James M. Shaw.....	435 00
Clark & Pearson.....	1,577 33	Class No. 60, varnish, spirits turpentine :	
Class No. 52, tools for ship's stores :		David Babcock.....	*681 30
Wm. A. Wheeler.....	*71 86	John J. Bingham.....	695 00
Wheeler & Browning....	73 50	Clark & Pearson.....	706 62‡
Joseph L. Savage.....	84 70	James W. Robbins.....	727 45
Hyatt & Spencer.....	84 80	William A. Wheeler.....	787 80
W. A. Knight.....	113 80	Joseph L. Savage.....	992 50
Paul J. Field.....	116 30	Class No. 63, sperm and lard oil :	
Alonzo A. Foster.....	165 00	Joseph L. Savage.....	*448 25
Class No. 53, tools for use in yards and shops :		Judd Linseed Oil Company	448 51
Wm. A. Wheeler.....	*515 48	Manhattan Oil Company	451 75
Alonzo A. Foster.....	569 43	Southard, Herbert & Co..	462 50
W. A. Knight.....	608 77	William A. Wheeler.....	489 00
Wheeler & Browning....	620 70	David Babcock.....	497 75
Joseph L. Savage.....	620 35	James M. Shaw.....	526 35
Hyatt & Spencer.....	627 04	James W. Robbins.....	586 25
Class No. 54, hardware :		Class No. 64, tallow, soap :	
Wheeler & Browning.....	*925 05	John J. Bingham.....	*171 00
Hyatt & Spencer.....	1,066 71	David Babcock.....	188 50
Alonzo A. Foster.....	1,090 50	Joseph L. Savage.....	199 00
		William A. Wheeler.....	200 90
		Alonzo A. Foster.....	207 60
		Southard, Herbert & Co..	211 00
		Wheeler & Browning....	226 00

* Accepted.

† Informal ; bids for part of class.

Class No. 65, fish oil :

Judd Linseed Oil Company	*\$325 00
William A. Wheeler.....	370 00
Manhattan Oil Company..	395 00
Southard, Herbert & Co..	415 00
David Babcock.....	415 00
Joseph L. Savage.....	450 00
James M. Shaw	695 00

Class No. 68, glass :

David Babcock.....	*298 65
William A. Wheeler.....	406 60
John J. Bingham.....	407 05
Clark & Pearson.....	434 42
Joseph L. Savage.....	444 70 ¹
William Porter & Sons...	533 70
Wheeler & Browning....	754 50
James W. Robbins.....	1,258 70

Class No. 69, brushes :

Joseph L. Savage.....	*1,487 25
Wheeler and Browning...	1,570 50
Lillagore & Fisher.....	1,572 27
Boehm, Rice & Co.....	1,746 40 ¹
David Babcock.....	1,759 74
John J. Bingham.....	2,124 48
James W. Robbins.....	2,365 82
William A. Wheeler.....	2,582 01 ¹

Class No. 70, dry goods for upholstery :

John J. Bingham.....	*389 80
William A. Wheeler.....	409 30
Joseph L. Savage.....	432 40
Hyatt & Spencer.....	452 27

Class No. 71, stationery :

W. C. Rogers & Co.....	*816 97
Knight & Johnson.....	951 28 ¹
Cutter, Tower & Co.....	1,009 15
William H. Arthur & Co.	1,039 86
William A. Wheeler.....	1,191 90
Ferdinand Foster.....	1,790 60

Class No. 73, ship chandlery :

Alonzo A. Foster.....	*496 60
Joseph L. Savage.....	514 25
John J. Bingham.....	538 97
Hyatt & Spencer.....	556 72 ¹
William A. Wheeler.....	622 80
Wheeler & Browning....	662 80

Class No. 74, acids :

Clark & Pearson	*186 35 ¹
David Babcock.....	219 05
James W. Robbins.....	224 96 ¹

* Accepted.

Opened in presence of—

T. E. WEBB, Assistant Naval Constructor.

H. A. GOLDSBOROUGH, Chief Clerk.

B. T. HANLEY, Clerk.

Hyatt & Spencer.....	\$244 27
Phillips & Jacobs.....	253 72 ¹
William A. Wheeler.....	256 88
John J. Bingham.....	256 88
Joseph L. Savage.....	257 27
William Porter & Sons...	263 57 ¹
E. A. Adams & Co.....	2,190 50

Class No. 75, rosin, pitch, crude turpentine :

William A. Wheeler.....	*717 50
David Babcock.....	731 50
John J. Bingham.....	739 00
Wheeler & Browning	805 50
Joseph L. Savage.....	833 00

Class No. 77, belting, packing :

John J. Bingham.....	*93 13
C. M. Clapp & Co.....	94 10
Joseph L. Savage.....	102 90
Hyatt & Spencer.....	104 74
Wheeler & Browning....	131 00
William A. Wheeler.....	135 00

Class No. 78, leather, pump, rigging, lacing :

Joseph L. Savage.....	*928 00
William Porter & Sons...	1,009 80
John J. Bingham.....	1,025 40
Wheeler & Browning....	1,141 60
C. M. Clapp & Co.....	1,209 40
William A. Wheeler.....	1,229 76

Class No. 85, anthracite coal :

A. R. Bass.....	*716 80
William A. Wheeler.....	787 20
Tyler & Co.....	812 80
Lewis W. Heil.....	868 80
James M. Shaw.....	1,112 00

Class No. 87, bituminous coal :

A. R. Bass.....	*2,975 00
John B. Turton.....	3,075 00
Lewis W. Heil.....	3,100 00
William A. Wheeler.....	3,145 00
S. P. Brown & Son.....	3,450 00
James M. Shaw.....	3,650 00
Hampshire and Baltimore Coal Co.....	13,050 00

Class No. 88, charcoal :

William A. Wheeler.....	*252 50
Paul J. Field.....	316 25
Joseph L. Savage.....	360 00
William Porter & Sons...	378 75

¹ Received after time of opening.

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Washington, D. C.

Class No. 1, white oak logs :

S. P. Brown & Son.....	*\$4,700 00
William M. Shakspear.....	5,500 00
George T. Wallace.....	6,000 00
William White.....	6,500 00
James E. Stewart.....	7,000 00
A. A. McCullough.....	7,500 00
William B. Griffith.....	8,000 00
D. J. Barrick.....	†4,950 00

Class No. 7, yellow pine logs :

S. P. Brown & Son.....	*4,400 00
Lathbury, Wickersham & Co.....	4,500 00
James Bigler & Co.....	4,800 00
Watson & Pittinger.....	4,900 00
George T. Wallace.....	5,000 00
William White.....	5,200 00
William B. Griffith.....	5,400 00
William M. Shakspear.....	5,500 00
A. A. McCullough.....	5,500 00
James E. Stewart.....	7,000 00
D. J. Barrick.....	†4,950 00

Class No. 13, white pine plank, boards :

Joseph W. Duryee.....	*238 00
S. P. Brown & Son.....	330 00
Watson & Pittinger.....	450 00

Class No. 15, white ash, elm, beech :

S. P. Brown & Son.....	*630 00
A. A. McCullough.....	975 00
Joseph W. Duryee.....	1,140 00
Watson & Pittinger.....	1,170 00

Class No. 17, hickory :

Wheeler & Browning.....	*199 50
Joseph Nicholson.....	232 50
S. P. Brown & Son.....	300 00
Frederick A. Southmayd..	301 00
William A. Wheeler.....	315 00
James E. Stewart.....	350 00
A. A. McCullough.....	387 50
Watson & Pittinger.....	500 00
D. J. Barrick.....	†245 00

Class No. 30, ingot copper :

Joseph L. Savage.....	*209,375 00
Baltimore and Cuba Smelting and Mining Co.....	212,330 00
Sylvester J. Edwards.....	220,655 00
John J. Bingham.....	235,500 00
William A. Wheeler.....	237,250 00

Class No. 32, wrought iron, round and square :

John J. Bingham.....	*1,190 00
Joseph L. Savage.....	1,217 50

* Accepted.

William H. James.....	\$1,225 62½
Wheeler & Browning.....	1,325 00
William A. Wheeler.....	1,327 50
Alonzo A. Foster.....	1,330 00
Lehigh Rolling Mill Co...	1,403 75

Class No. 33, wrought iron, flat :

John J. Bingham.....	*385 20
William A. Wheeler.....	430 00
Wheeler & Browning.....	440 00
Joseph L. Savage.....	455 00
Alonzo A. Foster.....	465 00
William H. James.....	510 62½

Class No. 35, steel :

Park, Brother & Co.....	*127 62½
Joseph L. Savage.....	131 75
William A. Wheeler.....	134 12
Alonzo A. Foster.....	136 50
Wheeler & Browning.....	142 00
John J. Bingham.....	143 50
David Babcock.....	145 00

Class No. 41, lead, pig :

David Babcock.....	*13,875 00
Alonzo A. Foster.....	14,625 00
Wheeler & Browning.....	14,625 00
Joseph L. Savage.....	14,925 00
John J. Bingham.....	15,300 00
James M. Shaw.....	15,750 00
William A. Wheeler.....	16,350 00
William Porter & Sons...	16,500 00

Class No. 42, lead, pipe, sheet :

Wheeler & Browning.....	*352 00
John J. Bingham.....	357 50
Joseph L. Savage.....	363 00
Alonzo A. Foster.....	374 00
William A. Wheeler.....	376 00
David Babcock.....	393 75
William Porter & Sons...	472 00

Class No. 43, zinc :

Wheeler & Browning.....	*42 50
John J. Bingham.....	55 00
David Babcock.....	59 37½
Joseph L. Savage.....	60 00
William A. Wheeler.....	65 00
Alonzo A. Foster.....	75 00
William Porter & Sons...	75 00

Class No. 45, solder :

Alonzo A. Foster.....	*10 00
William A. Wheeler.....	12 00
David Babcock.....	26 00
Joseph L. Savage.....	28 00
John J. Bingham.....	32 90
William Porter & Sons...	35 00
Hyatt & Spencer.....	40 00
Wheeler & Browning.....	45 00

† Received after time of opening.

**Class No. 48, locks, hinges, bolts
of brass and iron :**

Alonzo A. Foster.....	*\$56 00
John J. Bingham.....	68 40
Joseph L. Savage.....	74 00
Hyatt & Spencer.....	92 00
William A. Wheeler.....	106 00
Wheeler & Browning.....	108 00

**Class No. 49, screws of brass
and iron :**

Hyatt & Spencer.....	*137 25
Joseph L. Savage.....	142 50
Alonzo A. Foster.....	143 25
Clark & Pearson.....	157 50
Wheeler & Browning.....	160 00
William A. Wheeler.....	160 00

Class No. 50, files :

John J. Bingham.....	*182 74
Joseph L. Savage.....	197 32
William A. Wheeler.....	217 16
Alonzo A. Foster.....	224 02
Wheeler & Browning.....	291 50
Clark & Pearson.....	324 74

**Class No. 52, tools for ships'
stores :**

Joseph L. Savage.....	*347 20
William A. Wheeler.....	374 78
Alonzo A. Foster.....	389 50
Hyatt & Spencer.....	425 97
Wheeler & Browning.....	520 00

**Class No. 53, tools for use in
yards and shops :**

Alonzo A. Foster.....	*562 68
Joseph L. Savage.....	614 60
William A. Wheeler.....	630 23
Wheeler & Browning.....	804 00

Class No. 54, hardware :

Joseph L. Savage.....	*480 00
William A. Wheeler.....	529 64
Wheeler & Browning.....	561 75
Alonzo A. Foster.....	590 25
Hyatt & Spencer.....	685 76

**Class No. 58, colored paints,
dryers, &c. :**

David Babcock.....	*169 00
Clark & Pearson.....	170 00
George Ryneal, jr.....	170 95
John J. Bingham.....	172 20
William A. Wheeler.....	174 00
Joseph L. Savage.....	179 00
Wheeler & Browning.....	182 00

**Class No. 60, varnish, spirits
turpentine :**

David Babcock.....	*331 70
William A. Wheeler.....	410 00

Clark & Pearson.....	\$430 50
George Ryneal, jr.....	451 50
John J. Bingham.....	453 50
Joseph L. Savage.....	539 00
Wheeler & Browning.....	615 00

Class No. 63, sperm and lard oil :

Joseph L. Savage.....	*2,935 00
Judd Linseed Oil Co.....	2,966 70
Southard, Herbert & Co.....	3,080 00
William H. James.....	3,080 00
Manhattan Oil Co.....	3,065 00
William A. Wheeler.....	3,275 00
David Babcock.....	3,390 00
James M. Shaw.....	3,395 00
Wheeler & Browning.....	3,650 00

Class No. 64, tallow, soap :

Alonzo A. Foster.....	*13 00
William A. Wheeler.....	13 25
Joseph L. Savage.....	16 25
Wheeler & Browning.....	16 25
David Babcock.....	16 25
John J. Bingham.....	16 50
Southard, Herbert & Co.....	37 50

Class No. 68, glass :

William Porter & Sons.....	*531 00
John J. Bingham.....	558 00
Joseph L. Savage.....	627 00
Clark & Pearson.....	645 33½
David Babcock.....	727 00
Wheeler & Browning.....	870 00
William A. Wheeler.....	1,110 00

Class No. 69, brushes :

Joseph L. Savage.....	*642 25
Wheeler & Browning.....	653 75
Boehm, Rice & Co.....	768 65
David Babcock.....	922 70
John J. Bingham.....	1,037 05
George Ryneal, jr.....	1,072 50
Hyatt & Spencer.....	1,140 85
William A. Wheeler.....	1,257 25

**Class No. 70, dry goods for
upholstering :**

Joseph L. Savage.....	*696 85
John J. Bingham.....	730 75
William A. Wheeler.....	808 30
Hyatt & Spencer.....	853 39
Alonzo A. Foster.....	890 80

Class No. 71, stationery :

W. C. Rogers & Co.....	*510 95
Blanchard & Mohun.....	585 90
Knight & Johnson.....	616 13
William A. Wheeler.....	675 35
William H. Arthur & Co.....	691 65
Cutter, Tower & Co.....	712 49

* Accepted.

Class No. 73, ship chandlery :

Hyatt & Spencer	*\$372 85
Alonzo A. Foster	384 00
Joseph L. Savage	417 80
William A. Wheeler	447 50
Boehm, Rice & Co.	459 20
Wheeler & Browning	534 00
John J. Bingham	664 10

Class No. 74, acids :

John J. Bingham	*44 85
William A. Wheeler	47 22
Wheeler & Browning	75 85
E. A. Adams & Co.	180 80
Joseph L. Savage	183 35

Class No. 75, rosin :

David Babcock	*210 00
William A. Wheeler	250 00
Joseph L. Savage	275 00
Wheeler & Browning	275 00
John J. Bingham	297 50

Class No. 77, belting, packing :

C. M. Clapp & Co.	*641 52
Joseph L. Savage	647 76
John J. Bingham	647 98
William A. Wheeler	670 62
Wheeler & Browning	693 80
Hoyt Brothers	694 40
Hyatt & Spencer	780 10

Class No. 78, leather, pump, rigging, lacing :

Wheeler & Browning ...	*260 00
Joseph L. Savage	294 80
William A. Wheeler	297 50
William Porter & Sons ...	302 50
C. M. Clapp & Co.	317 50
John J. Bingham	336 60

Opened in the presence of—

T. E. WEBB, *Assistant Naval Constructor.*
H. A. GOLDSBOROUGH, *Chief Clerk.*
B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, *Bureau of Construction and Repair, July 10, 1867.*

Class No. 82, bellows :

William A. Wheeler	*\$170 00
Alonzo A. Foster	195 00
Joseph L. Savage	221 25
Wheeler & Browning	300 00
William H. James	300 00

Class No. 85, anthracite coal :

Tyler & Co	*598 00
S. P. Brown & Sons	620 00
John B. Turton	620 00
William A. Wheeler	632 00
A. R. Bass	650 00
Lewis W. Heil	700 00
A. A. McCullough	720 00
James M. Shaw	864 00

Class No. 87, bituminous coal :

S. P. Brown & Son	*12,810 00
John B. Turton	13,080 00
William H. James	14,145 00
William A. Wheeler	15,360 00
Lewis W. Heil	16,335 00
A. A. McCullough	18,490 00
Hampshire & Balt. Coal Co	+13,950 00

Class No. 88, charcoal :

Wheeler & Browning	*375 00
P. W. Dorsey	390 00
Clark & Pearson	450 00
William T. Clark	480 00
William A. Wheeler	810 00
William Porter & Sons ...	1,200 00
A. A. McCullough	1,500 00

Class No. 89, wood :

A. A. McCullough	†*650 00
Wheeler & Browning	650 00
Clark & Pearson	700 00
William Foster & Sons ...	775 00
William A. Wheeler	795 00

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Norfolk, Virginia.

Class No. 1, white oak logs :

S. P. Brown & Son	*19,500 00
William White	22,000 00
George T. Wallace	25,000 00
William M. Shakspear ...	26,500 00
R. J. & William Neely ...	27,500 00
Samuel George Hart	29,500 00
Elliott Harroun	30,000 00

Class No. 2, white oak keel pieces :

George T. Wallace	*594 96
William White	611 04
William M. Shakspear ...	804 00
Elliott Harroun	1,608 00
Samuel George Hart	1,608 00

* Accepted.

† Received after time of opening.

‡ Decided by lot.

Class No. 7, yellow pine logs :

William White.....	*\$15,300 00
R. J. & William Neely...	15,637 50
William B. Griffith.....	18,000 00
S. P. Brown & Son	18,900 00
George T. Wallace.....	19,350 00
Samuel George Hart.....	19,800 00
Elliott Harroun.....	20,250 00
Lathbury, Wickersham & Co	20,250 00
Watson & Pittinger.....	20,250 00
James Bigler & Co	20,250 00
William M. Shakspear....	23,850 00

Class No. 9, yellow pine mast
timber:

George T. Wallace.....	*2,941 00
William White.....	3,529 20
S. P. Brown & Son	4,058 58
William B. Griffith.....	4,117 40
Elliott Harroun.....	4,705 60
Samuel George Hart.....	4,705 60
R. J. & W. Neely.....	4,999 70
Watson & Pittinger.....	5,176 16
William M. Shakspear....	5,887 90
Lathbury, Wickersham & Co	7,058 40

Class No. 13, white pine plank,
boards:

R. J. & William Neely...	*14,600 00
Watson & Pittinger.....	16,850 00
James R. Pugh.....	17,660 00
Joseph W. Duryee.....	17,690 00
S. P. Brown & Son	18,850 00
Evans & Teemyer.....	18,850 00
James Bigler & Co	19,000 00
William H. Eagle.....	19,750 00
Elliott Harroun.....	22,600 00
Samuel George Hart	22,600 00
George W. Lawrence	24,400 00

Class No. 17, hickory:

Watson & Pittinger.....	*504 00
R. J. & William Neely...	540 00

Class No. 18, black walnut,
mahogany, maple, cherry:

Joseph W. Duryee.....	*120 00
Evans & Teemyer.....	127 50
Watson & Pittinger.....	150 00
R. J. & William Neely...	150 00

Class No. 19, locust timber:

R. J. & William Neely...	*112 00
Watson & Pittinger.....	285 00

Class No. 22, cypress, cedar:

Frederick A. Southmayd..	†*960 00
S. P. Brown & Son	960 00
George T. Wallace.....	1,000 00
Watson & Pittinger.....	1,100 00
R. J. & William Neely...	1,100 00

James Bigler & Co	\$1,200 00
William White	1,400 00
Evans & Teemyer.....	1,500 00

Class No. 25, lignumvitæ:

Watson & Pittinger.....	†*570 00
John J. Bingham	570 00
Joseph L. Savage.....	610 00
Evans & Teemyer.....	1,050 00

Class No. 35, steel:

Alonzo A. Foster.....	*1,858 75
Park, Brother & Co	1,860 37½
William A. Wheeler	1,890 87
Joseph L. Savage.....	1,908 50
Wheeler & Browning	2,018 00
John J. Bingham.....	2,116 50
David Babcock.....	2,215 00
James Horner.....	†1,781 00

Class No. 42, lead, pipe, sheet:

Wheeler & Browning....	*1,244 87
John J. Bingham.....	1,279 68½
Taylor, Martin & Co.....	1,292 25
William A. Wheeler.....	1,299 00
Joseph L. Savage.....	1,308 50
Alonzo A. Foster.....	1,316 12½
David Babcock.....	1,444 00
William Porter & Sons...	1,720 25

Class No. 44, tin:

Joseph L. Savage.....	*308 00
Alonzo A. Foster.....	314 50
Wheeler & Browning	317 00
David Babcock.....	344 00
John J. Bingham.....	349 10
William A. Wheeler.....	353 50
William Porter & Sons...	382 92
Taylor, Martin & Co.....	450 00

Class No. 45, solder:

Alonzo A. Foster	*5 00
William A. Wheeler	15 00
Joseph L. Savage.....	15 00
David Babcock.....	16 50
John J. Bingham.....	17 50
William Porter & Sons...	20 00
Wheeler & Browning	22 50
Taylor, Martin & Co.....	35 00

Class No. 48, locks, hinges,
bolts of brass and iron:

Joseph L. Savage.....	*495 00
John J. Bingham.....	529 50
William A. Wheeler.....	562 00
Wheeler & Browning	595 00
Alonzo A. Foster	571 00
Taylor, Martin & Co.....	815 50

Class No. 49, screws of brass
and iron:

Joseph L. Savage.....	*750 50
Hyatt & Spencer	787 37

* Accepted.

† Decided by lot.

‡ Informal.

Alonzo A. Foster	\$799 52
Taylor, Martin & Co.	806 78
Wheeler & Browning	884 50
Clark & Pearson	889 85
William A. Wheeler	909 45

Class No. 51, augers :

Joseph L. Savage	*358 10
Alonzo A. Foster	410 28
Taylor, Martin & Co.	416 40
William A. Wheeler	431 25
Wheeler & Browning	459 00

Class No. 53, tools for use in yards and shops :

Alonzo A. Foster	*1,629 55
Joseph L. Savage	1,672 55
William A. Wheeler	2,056 34
Taylor, Martin & Co.	2,078 15
Wheeler & Browning	2,351 05

Class No. 54, hardware :

Joseph L. Savage	*1,587 00
Alonzo A. Foster	1,606 25
Taylor, Martin & Co.	1,625 65
William A. Wheeler	1,740 23
Wheeler & Browning	1,832 75
William Porter & Sons ...	2,264 25

Class No. 58, colored paints, dryers, &c.:

Wheeler & Browning	*225 00
Clark & Pearson	287 50
William A. Wheeler	300 00
Bagwell & White	375 00
John J. Bingham	625 00
Joseph L. Savage	700 00
David Babcock	875 00

Class No. 59, linseed oil :

Joseph L. Savage	*1,340 00
Judd Linseed Oil Co.	1,398 60
Clark & Pearson	1,430 00
Manhattan Oil Co.	1,430 00
David Babcock	1,450 00
William A. Wheeler	1,600 00
Bagwell & White	1,750 00
James M. Shaw	1,790 00

Class No. 60, varnish, spirits turpentine :

William A. Wheeler	*44 00
John J. Bingham	58 00
Clark & Pearson	66 66½
David Babcock	68 00
Joseph L. Savage	70 00

Class No. 63, sperm and lard oil :

Judd Linseed Oil Co.	*544 78
Joseph L. Savage	830 00
Southard, Herbert & Co..	889 00

* Accepted.

† Decided by lot.

Manhattan Oil Co.	\$898 00
Alonzo A. Foster	950 00
David Babcock	960 00
William A. Wheeler	980 00
James M. Shaw	996 00

Class No. 64, tallow, soap :

John J. Bingham	†*36 00
David Babcock	36 00
Alonzo A. Foster	38 00
William A. Wheeler	40 00
Joseph L. Savage	42 00
Wheeler & Browning	42 00
Southard, Herbert & Co..	43 60

Class No. 68, glass :

David Babcock	*42 00
Clark & Pearson	165 00
William Porter & Sons ...	186 00
Joseph L. Savage	202 50
Wheeler & Browning	210 00
John J. Bingham	232 50
William A. Wheeler	307 50

Class No. 69, brushes :

Joseph L. Savage	*504 50
Alonzo A. Foster	535 00
Bœhm, Rice & Co.	697 65
John J. Bingham	826 50
David Babcock	838 82
Wheeler & Browning	917 50
Bagwell & White	951 30
William A. Wheeler	1,022 75

Class No. 70,† dry goods for upholstering :

John J. Bingham	798 10
Joseph L. Savage	873 95
William A. Wheeler	957 25
Alonzo A. Foster	1,113 35

Class No. 71, stationery :

W. C. Rogers & Co.	*273 58
Knight & Johnson	358 74½
William A. Wheeler	375 25
William H. Arthur & Co..	378 62½
Cutter, Tower & Co.	408 95

Class No. 73, ship chandlery :

Joseph L. Savage	*186 00
Alonzo A. Foster	196 00
John J. Bingham	199 80
Hyatt & Spencer	210 15
Taylor, Martin & Co.	235 50
Bœhm, Rice & Co.	245 70
William A. Wheeler	251 00
Wheeler & Browning	256 40

Class No. 74, acids :

Joseph L. Savage	*10 00
William A. Wheeler	12 50
Bagwell & White	20 00

† Error in schedule; no contract made.

Clark & Pearson	\$20 00	R. J. & William Neely...	\$362 50
E. A. Adams & Co	30 00	William Porter & Sons...	412 50
		James M. Shaw	436 50
Class No. 75, rosin, pitch, crude turpentine:		Class No. 86, semi-bituminous coal:	
William A. Wheeler	*1,200 00	Tyler & Co	*2,468 00
John J. Bingham	1,375 00	S. P. Brown & Son	2,680 00
David Babcock	1,412 50	Lewis W. Heil	2,688 00
William Porter & Sons...	1,414 00	William A. Wheeler	2,928 00
Wheeler & Browning	1,525 00	R. B. Wigton	3,056 00
Joseph L. Savage	1,600 00	R. J. & William Neely...	3,260 00
		William Porter & Sons...	3,300 00
Class No. 77, belting, packing:		James M. Shaw	3,440 00
C. M. Clapp & Co	*1,280 50	Hampshire and Baltimore Coal Co.	\$2,008 00
Taylor, Martin & Co	1,297 00		
Hoyt Brothers	1,303 00	Class No. 87, bituminous coal:	
Joseph L. Savage	1,317 00	William H. James	*2,961 00
John J. Bingham	1,337 00	S. P. Brown & Son	3,438 00
Wheeler & Browning	1,360 00	John B. Turton	3,510 00
William A. Wheeler	1,380 00	Lewis W. Heil	3,786 00
Hyatt & Spencer	1,495 00	William A. Wheeler	3,792 00
		Evans & Teemyer	3,900 00
Class No. 78,† leather, pump, rigging, lacing:		R. J. & William Neely...	4,044 00
Joseph L. Savage	200 00	William Porter & Sons...	4,350 00
John J. Bingham	213 20	James M. Shaw	5,160 00
William Porter & Sons...	253 52	Hampshire and Baltimore Coal Co.	\$3,180 00
Wheeler & Browning	260 00		
William A. Wheeler	325 00	Class No. 88, charcoal:	
C. M. Clapp & Co	† ———	Alonzo A. Foster .....	*||180 00
		William A. Wheeler	180 00
Class No. 85, anthracite coal:		Clark & Pearson	200 00
Tyler & Co	*299 00	Bagwell & White	225 00
William A. Wheeler	341 00	William Porter & Sons...	240 00
S. P. Brown & Son	362 50	R. J. & William Neely...	300 00

* Accepted.

† Error in schedule; no contract made.

‡ Amount not carried out.

§ Received after time of opening.

|| Decided by lot.

Opened in presence of—

T. E. WEBB, *Assistant Naval Constructor.*H. A. GOLDSBOROUGH, *Chief Clerk.*B. T. HANLEY, *Clerk.*NAVY DEPARTMENT, *Bureau of Construction and Repair, July 10, 1867.*

BUREAU OF STEAM ENGINEERING.

NAVY DEPARTMENT, BUREAU OF STEAM ENGINEERING,

October 25, 1867.

SIR: I have the honor to submit to the department the annual statement of the principal operations of this bureau during the last twelve months.

No new machinery has been commenced, and the work at the different navy yards has been limited to repairing and fitting out, and to the slow completion of the machinery commenced before the termination of the war. The mechanics employed have been reduced to the fewest possible for repairing, and they have been employed on the new machinery only in the intervals of the repairing work; as a consequence this machinery has been manufactured with the greatest economy.

The new machinery completed in the last twelve months was constructed at

the Washington navy yard, and consists of a pair of geared screw engines with cylinders 100 inches in diameter, and having a 4 feet stroke of piston. These engines were designed by this bureau and are the duplicate of those built by contract with private establishments for the first-class steamers Wampanoag, Neshaming, Pompanoosuc, and Ammonoosuc. Their boilers have not yet been commenced, and will not be until the construction of the vessel to receive them is ordered. At the same navy yard the machinery designed by this bureau for the Epervier, a first-class screw gunboat, has been nearly completed. The cylinders of the engines have a diameter of 36 inches and a stroke of piston of 3 feet.

At the Charlestown navy yard the work on the machinery designed by this bureau for four small screw sloops has been continued; and at the Brooklyn navy yard the work has also slowly progressed on the duplicate machinery for four duplicate vessels. The cylinders of all these engines have a diameter of 5 inches, and a stroke of piston of 3 feet 6 inches.

At the Kittery navy yard the work on the machinery designed by this bureau for the Alert and Nantasket, two first-class screw gunboats, is still in progress. The cylinders of these engines are 36 inches in diameter, and have a 3 feet stroke of piston.

Of the twenty pairs of screw engines designed by this bureau, and contracted for with private establishments before the termination of the war, for first-class steamers, those for the Guerriere, Piscataqua, Manitou, and Contookook, have been completed in the vessels and tried under steam; those for the Pushmataha, Mosholu, Minnetonka, and Java, are being erected in those vessels.

The Guerriere has made a voyage to Brazil, and the reports on the files of the department concerning the performance of her machinery are most satisfactory. All these engines have cylinders of 60 inches diameter and 3 feet stroke of piston.

The machinery of the large frigate Franklin, designed by this bureau and constructed by the Atlantic works of Boston, has been completed, and the vessel has made a voyage to the north of Europe. This frigate was designed in 1852 for auxiliary steam power, and is not of the recent type. Her length on the load water-line, from the forward edge of the rabbet of the stem to the after side of the stern-post, is 265 feet; her extreme breadth on the load water-line is 53 feet 8 inches. Her mean draught of water during her trial was 24 feet 8 inches, at which draught she displaced 5,298.7 tons, and had a greatest immersed transverse section of 1,002.16 square feet. The maximum speed that could be sustained in smooth water, uninfluenced by wind or current, was $10\frac{1}{2}$ geographical miles per hour, to produce which the engines developed 2,065.08 indicated horses power, with a consumption of 7,215 pounds of anthracite per hour. The performance of the machinery at sea, according to the reports on the files of the department, has been very satisfactory. The diameter of the cylinders is 68 inches and the stroke of the piston is 3 feet 6 inches. The boilers have 585 square feet of grate surface.

The screw machine built in England for the first-class gunboat Quinnebaug has been completed in that vessel and tried. It was designed in competition with the machinery designed for the duplicate vessels Resaca and Swatara by this bureau, and consists of two pairs of engines driving twin screws. The maximum speed of the Quinnebaug was barely 7 geographical miles per hour, while that of the duplicate vessels is 12 geographical miles.

The screw steamer Chattanooga, first-rate, the hull and machinery of which were contracted for by Cramp & Sons, of Philadelphia, has made her final trial. The hull on the load water-line between the forward edge of the rabbet of the stem and the after side of the stern-post is 315 feet; the extreme breadth of beam on the load water-line is 46 feet. The mean draught of water during the trial was 14 feet $11\frac{1}{2}$ inches, at which draught the vessel displaced 3,043 tons,

and had a greatest immersed transverse section of 535 square feet. The maximum speed that could be sustained in smooth water, uninfluenced by wind or currents, was 13.375 geographical miles per hour, to produce which the engines developed 1,736.954 indicated horse power, with a consumption of 10,700 pounds of anthracite per hour. The cylinders are 84 inches in diameter, and have a 3 feet 6 inches stroke of piston. The boilers have 980 square feet of grate surface. The machinery was designed and constructed by Merrick & Sons, of Philadelphia.

The screw steamer *Madawasca*, first rate, has also made her final trial. The hull was designed by naval constructor Delano. It has a length of 335 feet on the load-water line, between the forward edge of the rabbet of the stem and the after-side of the stern-post, and an extreme breadth of 45 feet 2 inches. The mean draught of water during the trial was 18 feet 2 inches, at which draught the vessel displaced 4,105.17 tons, and had a greatest immersed transverse section of 725.47 square feet. The maximum speed that could be sustained in smooth water, uninfluenced by wind or current, was 12.732 geographical miles per hour, to produce which the engines developed 2,142.720 indicated horse power, with a consumption of 11,043 pounds of anthracite per hour. The cylinders have a diameter of 100 inches, and 4 feet stroke of piston. The engines were designed by the contractor, Mr. John Ericsson, and are of the vibrating lever kind patented by him. The work was executed by the *Allaire Works* of New York. The boilers were designed by this bureau, and have 1,128 square feet of grate surface.

The *Wampanoag* is a duplicate vessel to the *Madawasca*, and she has duplicate boilers. Her engines were designed by this bureau. They are geared to give two revolutions of the screw to each double stroke of the engine piston, and have cylinders 100 inches in diameter, with 4 feet stroke of piston. The preliminary trial of this machinery is now being made at the wharf of the Brooklyn navy yard, and in the course of the next month the vessel will make her final sea trial.

Duplicate machinery to the *Wampanoag* is being placed in the first-rate screw steamers *Neshaming* and *Ammonoosuc*, and they will be ready for trial early in next spring. It is also in progress of construction for the *Pompanoosuc*.

The machinery designed on behalf of the contractor, by Mr. John Baird, for the large wooden iron-clads *Kalamazoo*, *Quinsigamond*, *Passaconomy*, and *Shackamaxin* is completed as far as the condition of the hulls will allow. In the *Kalamazoo* and *Passaconomy* it is principally erected.

The machinery of the *Idaho*, designed by Mr. E. N. Dickerson for the contractor, Mr. P. S. Forbes, having proved a total failure, has been removed from the vessel and broken up, and the hull has been converted into a store and hospital ship, to be stationed at Nagasaki. The hull of the *Idaho* is 298 feet long on the load-water line, from the forward edge of the rabbet of the stem to the after-side of the stern-post. The extreme breadth of beam is 44 feet 6 inches. During the trial of the machinery the vessel's mean draught of water was 17 feet 1 inch, at which the displacement was 3,240.58 tons, and the greatest immersed amidship section 606.44 square feet. The machinery consisted of two pairs of engines driving twin screws. The diameter of the cylinders was 30 inches, and the stroke of the piston 8 feet. The boilers contained 396 square feet of grate surface. The maximum speed which could be permanently sustained in smooth water, uninfluenced by wind or current, was 8.27 geographical miles per hour, to produce which the engines developed 645.413 indicated horse power, with a consumption of 4,905 pounds of anthracite per hour. The guaranteed speed of this vessel, the hull of which as well as the machinery was contracted for by Mr. Forbes, was 15 geographical miles per hour.

A very complete series of experiments have been made to ascertain the value of crude petroleum as a fuel for generating steam in marine boilers, and of the

merits of different methods for effecting its combustion. The subject is of general interest, as it affects all who use artificial heat for any purpose; for, if it were proven that the production of heat by the combustion of petroleum was more economical than by the combustion of coal, the industrial arts would everywhere obtain a proportionate extension and mankind a corresponding benefit. The substance itself is found in various parts of the world, and could, doubtless, be procured in quantities sufficiently large to affect commercial values, were its production stimulated by demand. As in the United States it is abundant and easily obtainable, we have, in addition to the general interest in its use, a very important special one in its ownership.

The immediate concern of the navy in this subject is to know whether the substitution of petroleum for coal as a fuel on board its steamers be practicable, and, if practicable, desirable in point of economy.

With regard to practicability, the numerous, extended, and varied trials made on the three experimental boilers at the Brooklyn navy yard have demonstrated that the method invented by First Assistant Engineer Clark Fisher, United States navy, with which those trials were made, is a complete success, leaving nothing to be desired in simplicity of apparatus, in safety in its use, and in facility of management and adjustment. This apparatus can be so cheaply manufactured and attached, is of so little bulk and small weight, that there are practically no objections to it as regards these important particulars. The engineering problem may then be considered as satisfactorily solved, and there remains only the commercial one to be examined.

With Fisher's apparatus it is found that, other things equal, the heat generated by the combustion of one pound of crude petroleum vaporizes fifty-two per cent. more water than that generated by the combustion of one pound of the combustible portion of anthracite; by combustible portion is meant the part which remains after deducting the earthy matter. To cause the complete combustion of the petroleum, about one-twelfth of the steam generated by it has to be used in the furnace, leaving the effective vaporizations produced by the two fuels to compare as 1.00 for the anthracite combustible and 1.40 for the petroleum. And, as the earthy matter of good merchantable anthracite is about one-sixth of its weight, the effective vaporization produced by equal weights of anthracite and petroleum will compare as 1.00 for the former to 1.68 for the latter. These figures are, of course, for the same weight of anthracite combustible and of petroleum consumed in the same time in the same boiler.

The advantages of the substitution of petroleum for anthracite would then be a reduction of forty and a half per centum of the weight of fuel now carried in the vessel; and as the cubic foot of petroleum weighs at ordinary temperatures fifty pounds, while the cubic foot of anthracite as stowed in bunkers weighs fifty-three and one-third pounds, there would be a reduction of bulk of thirty-six and a half per centum.

As, however, the iron tanks required to hold the petroleum would weigh considerably more than the bunkers holding the anthracite, and as some space must necessarily be lost in storing them, it may be assumed that the substitution of petroleum for anthracite would reduce both the weight and space required for the latter about one-third. But if safety required the petroleum tanks to be immersed in water, as at present seems probable, then no saving of weight could be effected, but only a saving in the space occupied. The weight of the boiler, including its water, and the space occupied by it and the fire-room, could be reduced twenty-eight and a half per centum. The first cost and after repairs of the boiler would also be reduced to the same extent. The number of firemen required with petroleum would not exceed one-fourth the number required with anthracite, leaving their pay and subsistence to be saved as well as their weight and that of their effects and subsistence, and the space occupied by all three on board. The petroleum fire starts into full activity instantaneously, and is as

instantaneously extinguished, while the coal fire requires about an hour to attain steady action and as long to burn out. These are very important advantages, but against them are to be placed—

1st. The danger resulting from the very volatile gases which petroleum emits at ordinary atmospheric temperatures, and which, when mixed with air, are highly explosive. In the hold of steamers the temperature around the engine-room and boiler-room averages as high as one hundred degrees Fahrenheit, and greatly aggravates this danger. Indeed, when it is considered that a medium-sized navy steamer would have to carry about two hundred and fifty tons of petroleum, which, however well protected in tanks, is liable by a single shot to be poured in large quantities into the boiler-room, where its gases, mixing with the air and ignited by the fires of the furnaces, would explode with terrific effect, liberating other quantities and destroying almost instantaneously both vessel and crew, this objection seems so serious that the most overwhelming advantages are required to justify the risk of its use. As merchant steamers do not engage in battle, this risk would be less for them, but it would cause a high rate of insurance and the loss of passenger transportation, even if officers and crew could be found for excessive pay to brave the danger.

2d. Owing to the rapid conversion into gases of a portion of it at ordinary atmospheric temperatures, the loss of petroleum by volatilization is very great, and this loss proportionably increases its cost, while it decreases its advantages as regards bulk, weight, and evaporative efficiency.

3d. And, due to the same fact of its easy gasification, it fills the air with a noisome stench, which, in the confined hold and badly ventilated apartments of vessels, would be intolerable.

4th. The price of crude petroleum is by weight about eight times that of coal, and a large demand would increase the disparity.

From these considerations it appears that the use of petroleum as a fuel for steamers is hopeless; convenience is against it, comfort is against it, health is against it, economy is against it, and safety is against it. Opposed to these the advantages of the probably not very important reduction in bulk and weight, with their attending economies, cannot prevail.

Fisher's apparatus is of the nature of a compound blow-pipe, and is composed of an outside brass hollow frustum of a cone, in the interior of which is another brass hollow frustum of another cone, the axes of the two cones coinciding, thus leaving an annular space between the inside of the larger and the outside of the smaller. The smaller ends of both frustums are in the same direction, and open; the opposite end of the larger frustum is closed, and of the smaller frustum open. A pipe conveying steam from the boiler enters the side of the larger frustum near its closed end at right angles to its axis, and another pipe, conveying the petroleum from the tank, is attached to the open large end of the smaller frustum, which it enters through the closed large end of the larger frustum. The larger frustum is enveloped concentrically by a sheet-iron tube of the form of two frustums of cones united at the smaller ends, thus leaving an annular air space between the tube and the outside of the larger brass frustum. The tube projects beyond the discharging end of the frustum. The diameter of the mouth of the larger brass frustum is $\frac{1}{4}$ of an inch, and of the mouth of the smaller brass frustum $\frac{3}{4}$ of an inch. The lengths of these frustums is about 5 inches, and five of them placed equidistant, side by side, are required for a furnace of 3 feet width and $6\frac{1}{2}$ feet length. They are placed in front of the boiler between the front end of the grate bars and the front of the furnace, and are inclined upwards at an angle of about 45 degrees. The whole apparatus with the connecting pipes does not extend above 5 inches from the boiler front. The operation is very simple. The steam discharging through the annular space between the two brass frustums induces currents of the petroleum and air simultaneously, all three entering the furnace in a thoroughly mixed

state, the petroleum being broken up into spray so fine that the expression *atomized* best describes its condition. The only use of the steam is to induce these currents; it is not necessary to the perfect combustion of the petroleum, nor does it undergo in the furnace decomposition into its constituent gases; its action is wholly mechanical, atomizing the petroleum and mixing it and the air. A jet of air under the same pressure would doubtless be still more efficient.

The boilers in which the experiments with Fisher's apparatus were tried were of three kinds, viz: the locomotive type with horizontal fire-tubes immediately behind the furnace; the ordinary type of marine boiler, with horizontal fire-tubes above the furnace; and the marine boiler with vertical water-tubes above the furnace. With all these boilers elaborate sets of experiments had previously been made with anthracite, with semi-bituminous coal, and with coke, and at all rates of combustion, from the minimum with natural draught, to the maximum with artificial draught, so that the data for comparison with the evaporative results of the petroleum was complete. In all the boilers the relation between the economic evaporation of the petroleum and the anthracite was constant. The maximum rate of combustion for the petroleum was found to be about fourteen pounds per square foot of grate surface per hour, measured by that surface as in the case of the anthracite. This rate is about equal to that of the combustion of anthracite with natural draught in the vertical water-tube boiler, and is about equal to two-thirds of the rate of combustion with natural draught in the horizontal fire-tube boiler.

In these same boilers, among other systems of burning petroleum, was tried that of Mr. Simon Stevens. His plan consists of a retort or hollow cylinder of six inches diameter and two feet six inches in length, placed at the back of the furnace, and into which the petroleum is delivered by an appropriate pipe. To this retort is also connected a steam pipe conveying steam from the steam room of the boiler into the retort. From the retort, which lies crosswise the furnace, there extend lengthwise of each furnace twelve tubes, one inch in diameter and five feet long, perforated on their top with one hundred and eighty burner holes of $\frac{1}{8}$ inch diameter. At these holes the gas generated from the petroleum is burned. The pipe conveying the petroleum from the tank to the retort passes in deeply indented serpentine curves over the tubes containing the burner holes, so as to expose a considerable amount of surface to the action of the heat; in this manner the petroleum is gassified, and its gases mixing with the steam in the retort, are forced by the steam into the twelve straight tubes, and are consumed at the one hundred and eighty orifices. The two furnaces containing this apparatus were each three feet in breadth and six feet in length. The air supply for furnishing the necessary oxygen entered the ash-pit in the usual manner and passed up between the twelve burner tubes. It was also admitted through the usual holes in the furnace doors.

It was found that when the burner holes were made $\frac{1}{8}$ of an inch in diameter, no steam was required for the perfect combustion of the petroleum gases, which then burned with a clear white flame without accompaniment of smoke. When, however, the burner holes were enlarged to $\frac{1}{4}$ of an inch in diameter, steam was required to obtain perfect combustion, and if it was shut off and the petroleum gases consumed alone, they gave off a dense black smoke. Another singularity was that if steam was admitted to the $\frac{1}{8}$ inch burner holes, the fires were at once extinguished. It seemed that the steam was detrimental when the burner holes were so small that the emerging stream of gas could be at once and wholly oxidized by the surrounding air, but when these holes were increased beyond that size, the steam was necessary to break up the larger stream of gases and mechanically mix them with the air, in which case perfect combustion ensued. The whole action of the steam was mechanical, not chemical. It served merely to mix the petroleum and air gases, but was not itself

decomposed, nor did it in any way assist the combustion by any change in its own constituents.

Stevens's apparatus failed utterly from the deposition of solid carbon in the pipes and tubes containing the petroleum, and none of the many modifications made with a view to avoid that difficulty was attended with the slightest success. The fact came out that the petroleum when subjected to the furnace temperature threw down a portion of its carbon in the solid state and in sufficient quantities to close the tubes in about forty-eight hours, and often in much less time. The more copious the steam supply, the more retarded was this result; but it was at best a question of only a few hours. The greater the temperature and the greater the pressure to which the petroleum was subjected, the greater, in equal time, was the deposition of its carbon. This result might have been anticipated, for common illuminating gas will rapidly deposit solid carbon in pipes, when subjected to heat and pressure; and, measurably, in proportion to the temperature and pressure.

In Fisher's apparatus this difficulty is completely obviated, as it is outside of the furnace and not subjected to heat. The most lengthened experiments do not show the slightest deposition of solid carbon or of tar in it.

While the experiments above referred to were in progress, others were being made on the petroleum burning apparatus of Mr. Henry R. Foote, with the machinery of the Palos, a first-class screw tug-boat attached to the Charleston navy yard.

Mr. Foote's apparatus consists of a large irregularly shaped retort of boiler-plate, occupying nearly the whole of the furnace and ash pit. The general cross-section of this retort is an inverted J; proceeding from it are small pipes passing beneath it and having burner holes along their top; and from its sides are projected at right angles other small pipes having burner holes along their top. The petroleum is supplied to the retort through a pipe, and is gasified by the flame jets from the burners beneath the retort's bottom. In each burner hole is inserted a cast-iron plug having four notches cut equi-distant in its sides, through which the mixed gases stream and at which they are ignited. The top of the plug is broadened out into a disk which deflects the gaseous jets. It is not known that these plugs add anything to the effect over what can be obtained from simple holes of the cross area of the notches. Steam is conveyed to the retort from the steam-room of the boiler by a pipe coiled forward and backward over the flame jets from the burners in the pipes protruding from the sides of the retort, in order to superheat it. An air-pump worked by the engine forces air under an effective pressure of from one to two pounds per square inch through an appropriate pipe into the retort. With the apparatus in operation the retort contains liquid petroleum spread over its bottom in process of gasification, and above this liquid a mixture of the petroleum and atmospheric gases and of superheated steam. This mixture flowing through the burner holes, is there ignited, and the heat that remains after the gasification of the petroleum is effected is applicable to the generation of steam. From the absolute evaporation, however, there must be subtracted the steam used in the mixture and in working the air-pump. With the exception of forcing air into the retort by a pump, Foote's process is the same as Stevens's, and fails from the same reason, namely, the deposition of solid carbon. With the actual dimensions given to the two apparatuses, Foote's could be operated longer than Stevens's, because his retort and pipes being longer as well as his burner holes, more time was required to fill them with the carbon, but it was merely a question of time, and neither they, nor any apparatus in which the petroleum is subjected to heat, can be made successful.

The experiments with Foote's apparatus were made with the vessel secured to the wharf of the navy yard, and with it under way in Boston harbor; and to

obtain proper data for comparison with the evaporative results by anthracite, duplicate experiments were made with that fuel under, as nearly as possible, the same conditions. The boilers of the Palos are two in number, of the usual marine type, with tubes returned above the furnaces; each boiler has two furnaces, and each furnace is three feet six inches wide, and six feet long. The engine had one cylinder forty-four inches in diameter, with thirty inches stroke of piston.

With Foote's apparatus the evaporation by the same weights of petroleum and of the combustible portion of the anthracite consumed in the same, in the same boiler, compares as 1.00 to 1.28; from which is to be deducted the steam used in the retort and in working the air-pump.

This quantity could not be eliminated, but was probably about ten per centum of the total quantity of steam evaporated in the boilers, which being deducted, leaves the comparison for the effective evaporation by the same weight of petroleum and anthracite combustible, as 1.00 for the latter, and 1.15 for the former.

Allowing the incombustible portion of the anthracite to be one-sixth of its weight, the comparative effective evaporation of the same weight of anthracite and petroleum burned in the same time, in the same boiler, would compare as 1.00 for the former, and 1.38 for the latter. These results are greatly inferior for the petroleum to those obtained with Fisher's apparatus, which compare as 1.68 for the petroleum, to 1.00 for the anthracite. But in the previous summing up of the advantages and disadvantages of petroleum, the highest results have been taken for it given by any apparatus.

The results of these petroleum trials and the description of the apparatus with which they were made, though given as briefly as possible, necessarily occupy considerable space in this report, and the apology must be found in the novelty and real importance of the subject, and in the general interest regarding it. Technical reports, with full details and drawings of the boilers and apparatuses, will be made of all these experiments.

The attention of the department is respectfully called to the subject of increased assimilated rank for the engineer officers of the highest grade. The late action of Congress commissioning first assistant and second assistant engineers, and defining their rank, leaves nothing more to be asked on that subject for the engineers of the lower grades.

The relative status of the line and engineer officers was very different at the conclusion of the war from what it was at the commencement. Then the highest grade of line officer was captain, while the highest grade of engineer officers ranked as commander, the next grade below captain, and such appointment was satisfactory; but one result of the war was to entirely change the organization of the line officers.

The old system was found unadapted to the new conditions, and a new system grew up under the force of circumstances, in harmony with the change. Five new grades were added to the line, three of which were above the grade of captain, leaving the highest engineer rank four grades instead of one below the highest line rank. The additional grades for the line are unquestionably necessary for a modernized and extended navy; and the present system has a perfection and efficiency which were wanting in the old. The creation of these grades was not only a reward to particular officers for services, but was requisite as a permanent part of an improved organization. The very same reasons apply, and with equal force, for additional rank in the engineer corps, a very numerous body of officers, with duties and responsibilities second in importance to none, and these duties and responsibilities have been greatly increased as a result of the war, not only in quantity but in quality, while the personnel, like that of the line, has increased with the extension of the service. No recognition, however, thus far has been made of the services of the engineers during the war; but they still confidently await, as they have done for the last two years, the action of the department in extending the same system to the engineer officers which has

been accorded to the line, hoping that as soon as the arrangement for the latter was completed a similar one for the former would be adopted. As the case now stands the chief engineers have been practically reduced in rank, as the result of a war to the success of which, so far as the navy is concerned, they must be allowed to have eminently contributed. For remaining stationary while others have been advanced over them is in effect a reduction, and one which is felt more keenly, as precisely the same arguments which were found convincing for adding the new grade to the line are just as valid for an increase of rank to the engineers.

It is almost unnecessary to call the attention of the department to the fact that the navy is now, and must ever continue to be, exclusively a steam navy, depending wholly, for all the efficiency to be derived from prompt, certain and rapid locomotion, on its engineer corps. The money cost of this locomotion, as well as its efficiency, will be in the inverse ratio to the skill of the engineers, and the same skill must be depended on for the improvements and increase of general efficiency which is to be obtained from the application of new discoveries in physical science.

It is absurd to manufacture complicated and expensive machinery for producing both new and increased results in economy and power, and then place it in the hands of those who are too ignorant to comprehend, much less to properly use it. With each advance in mechanical science, an advance must be had of knowledge and skill in those who are to apply it, nor can the high professional abilities required be obtained unless adequate position be granted. The proper talent for the engineer corps of the navy cannot be had so long as the position is made inferior to its deserts; and as an evidence of the fact here asserted, the files of the department show that during the first year after the war eighty-three (83) engineers resigned from the regular corps, embracing thirty-one per centum of the whole number. Among these resignations were many possessing the highest order of professional skill, all or nearly all of whom would have remained but for the discouraging prospect of their obtaining a proper position in the navy.

In the best and most scientifically organized navy in the world, namely, that of France, the rank of rear-admiral is given to the inspector general, who corresponds in functions with the chief of the Bureau of Steam Engineering, and the rank next after that is given to the senior engineers, and so on down, *pari passu*. What is suggested is an increase of one rank to the chief engineers, making those of between five and ten years standing rank with commanders, those of between ten and fifteen years standing rank with captains, and those of over fifteen years standing rank with commodores, the chief of the Bureau of Steam Engineering ranking as rear-admiral. It is believed this request is so modest and so well supported by reason that none can object to it.

The rate of promotion will hereafter be so slow, that the higher grades will be reached by the few only who attain advanced age.

Let the department consider for a moment what are the duties of its engineers, and what they performed during the war. In the course of the latter, they had equal personal exposure in the pestilence, the battle, and the wreck with the line officers. On them depended the efficiency of the numerous squadrons for service; for, let it be asked, of what use would the vessels have been with their machinery unreliable or disabled? They had not only to repair and operate, but to alter and invent and rearrange to meet the continued varyings of our unprecedented service, of one, in fact, which maintained a blockade of three thousand miles of the most difficult coast in the world, while all the engineering talent and material resources of Great Britain were employed in attempts to run it; yet so efficiently was it maintained that our final and complete triumph, at the early date it took place, will be largely ascribed by the historian of the future, to the gigantic and admirably directed efforts of the Navy Department.

Could the revolted States have sent their cotton to Europe, and with the proceeds of its sale imported munitions of war, how much longer would the struggle have continued? Who can say when it would have ended, and after what ruinous sacrifices of men and means? Fortunately, our antagonists had neither engineering skill nor resources in themselves, nor could they, owing to the efficiency of our navy, obtain them from others, and the want was fatal; they had despised the mechanical arts and sciences, and by those arts and sciences they fell.

The department depends upon its engineers for the design, construction, and operation of its steam machinery; they conduct the enormous manufactories in its navy yards; they invent and improve its processes, try its experiments, and determine upon their merits. In their hands rests the yearly expenditure of millions, and on their skill depends whether these millions are judiciously expended; in other words, whether we have a navy as the result, or a something which, in the event of war, would prove a national calamity. Their position is, in fact, second to none, and in the nature of things cannot be made second to any. Why, then, should not the position *eo nomine* be made to correspond to the position *de facto*? No good can possibly result from depressing it below its natural level, and much good will surely result from allowing it to rise there.

In the event of a another war, the department will have to depend on its corps of engineers for new adaptations of means to ends, and inferior talent and experience are not equal to such efforts. That the department is fully aware of this, appears from the qualifications it demands in its engineers, the standard of examination having been placed at the highest attainable limit; yet the system is but half perfected, while a commensurate position is denied.

During the war it was found indispensably necessary that a fleet engineer should be appointed to each squadron. The files of the department show how ably and zealously the very onerous and responsible duties of those officers were performed; yet the rank granted was only that of captain, nor was the grade made permanent; the engineer officer holding it held it only while acting as fleet engineer, and, when relieved, he was reduced, after all his services, sacrifices, and responsibilities, to a lower position. In fact, he was virtually degraded as a consequence of the department having considered him eminently qualified for the high duties to which it had temporarily assigned him. In truth, there has not only been no recognition of the services of engineer officers during the war, but the reverse. This, it is believed, is not the intention of the department, but a result of circumstances. It is earnestly hoped that the department will take up the subject and pursue it to a satisfactory conclusion.

There are many other considerations that might be urged, but they are so obvious that your time need not be occupied in enumerating them. The war and the progress of the age have changed our naval tactics, naval ships, naval machinery, and naval organizations; they have swept away many of the mouldy prejudices of an effete regime. The navy is no longer what it was; it has progressed, improved, and enlarged with the times, and if it is to continue in the same path it must be by the application of new inventions in mechanism and new discoveries in science. Such applications can in the nature of things be only made in the future as in the past by engineers, and in proportion to the talent fostered in that corps and the inducements made to retain it by proper rank and pay, will be its ability to sustain another contest as ably as it did the last.

During the last year the shops in the different navy yards appertaining to this bureau have been supplied with such tools as were indispensably necessary, and the shops put in as thorough a state of organization as their size admitted, so that not only all the repair but all the new work of this bureau that is immediately required can be done in them. They are, however, much too limited for the operations which a sudden demand for war steamers would require, and

it is earnestly hoped that the estimates of the Bureau of Yards and Docks for their enlargement will receive the favorable action of Congress. These estimates amount in the aggregate to \$1,426,862. The expenditure of this sum would extend over two or three years, so that no more than about \$700,000 would be required for the ensuing fiscal year.

It is believed to be the popular impression that in the event of a war with a maritime nation, the government could depend upon private establishments to manufacture its steam machinery with sufficient rapidity for its wants. Such expectation would prove wholly fallacious. Those establishments are too few to supply the immense demand that would undoubtedly arise for privateers, which, being constructed for private parties jealously watching their own interests, would be completed before anything was done for the government, which would suffer from the long delays and non-fulfilment of contracts in the same manner as it did during the late war; besides paying enormous profits, that in one or two years would of themselves amount to enough to fully equip all the navy yards in the land.

True economy, as well as good policy, requires the department to be able with its own shops to meet all the demands that may be made upon it.

The estimates for the next fiscal year will be found in the accompanying papers, marked A, B, and C; and for the remainder of the present fiscal year in the paper marked D.

All of which is respectfully submitted by, sir, your obedient servant,

B. F. ISHERWOOD,

Chief of Bureau.

Hon. GIDEON WELLES,

Secretary of the Navy.

A.

Estimate of the amount required for the civil expenses of the Bureau of Steam Engineering, for the fiscal year ending June 30, 1869, as per acts of July 5, 1862, July 23, 1866, and March 2, 1867.

For salary of chief of bureau, (act July 5, 1862, sec. 2)	\$3,500 00
For salary of chief clerk, (act July 5, 1862, sec. 3)	1,800 00
For salary of one third-class clerk, (act July 23, 1866, sec. 8)	1,600 00
For salary of one second-class clerk, (act March 2, 1867)	1,400 00
For salary of one draughtsman, (act of July 5, 1862, sec. 3, and act March 2, 1867)	1,800 00
For salary of one assistant draughtsman, (act July 5, 1862, sec. 3)	1,200 00
For salary of one messenger, (act July 5, 1862, sec. 3)	\$840 00
For 20 per cent. additional, less excess over \$1,000, (act of June 25, 1864, sec. 3, and act of July 23, 1866)	160 00
	1,000 00
For salary of one laborer, (act July 5, 1862, sec. 3)	600 00
For 20 per cent. additional, (act of June 25, 1864, and act of July 23, 1866)	120 00
	720 00
For amount respectfully submitted as increase of salary of chief clerk	400 00
For amount respectfully submitted as increase of salary of draughtsman	200 00
For amount respectfully submitted as increase of salary of assistant draughtsman	200 00
For contingent expenses	1,500 00
	15,320 00
Appropriated for the fiscal year ending June 30, 1868	\$16,120 00

B.

Estimate of the pay of civil officers under the cognizance of the Bureau of Steam Engineering, at navy yards and stations, for the fiscal year ending June 30, 1869.

PORTSMOUTH, N. H.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
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	5,600 00
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BOSTON, MASS.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
For salary of master machinist	2,000 00
	<hr/>
	7,600 00
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NEW YORK.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	<hr/>
	5,600 00
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PHILADELPHIA.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	<hr/>
	5,600 00
	<hr/>

WASHINGTON.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
For salary of master machinist	2,000 00
	<hr/>
	7,600 00
	<hr/>

NORFOLK.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	<hr/>
	5,600 00
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PENSACOLA.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	<hr/>
	5,600 00
	<hr/>

MARE ISLAND.

For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	<hr/>
	5,600 00
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RECAPITULATION.

Civil officers at navy yard, Portsmouth, N. H.....	\$5,600 00
Civil officers at navy yard, Boston.....	7,600 00
Civil officers at navy yard, New York.....	5,600 00
Civil officers at navy yard, Philadelphia.....	5,600 00
Civil officers at navy yard, Washington.....	7,600 00
Civil officers at navy yard, Norfolk.....	5,600 00
Civil officers at navy yard, Pensacola.....	5,600 00
Civil officers at navy yard, Mare Island.....	5,600 00
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	48,800 00
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C.

Estimate of appropriation under the cognizance of the Bureau of Steam Navigation, required for the service of the fiscal year ending June 30, 1869.

For stores and materials, tools, &c.....	\$1,500,000 00
For repairs of machinery of steamers, boilers, instruments, and labor at navy yard, and repairs of the machinery, and purchase of stores and materials, for vessels of squadrons on foreign stations.....	2,750,000 00
For transportation of materials, &c.....	150,000 00
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	4,400,000 00
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D.

Estimate of expenditure of appropriations under the cognizance of the Bureau of Steam Engineering, for the balance of the fiscal year ending June 30, 1868.

Civil and contingent expenses of the bureau.....	\$14,320 00
Pay of civil establishment at the navy yards.....	24,000 00
For repairs of machinery of steamers, boilers, instruments, tools, labor, payments on existing contracts for machinery, and for supplies.....	4,617,000 00
For stores and materials for vessels of squadrons, necessarily purchased abroad, and for repairs of machinery of the vessels on foreign stations....	700,000 00
	<hr/>
	5,355,320 00
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RECAPITULATION.

Heads.	Estimate of appropriation required for the fiscal year ending June 30, 1869.	Appropriation for the fiscal year ending June 30, 1868.
A.—Salaries and contingent expenses of the bureau 1868-69	\$15,320 00	\$16,120 00
B.—Pay of civil officers at navy yards and stations 1868-69	48,800 00	24,000 00
C.—Estimate of appropriation required for the service of the fiscal year 1868-69.....	4,400,000 00	None required.
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	4,464,120 00	
D.—Estimate of probable required expenditure for the balance of the fiscal year 1867-68.....	\$5,355,320 00	

Scale of bids for materials for the navy yard at Portsmouth, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets:

Flagler & Brothers.....	\$30, 193 75
Spalding & Parrott.....	30, 645 00
John J. Bingham.....	*28, 430 00
Joseph L. Savage.....	29, 700 00
William A. Wheeler.....	30, 055 00
Wheeler & Browning.....	31, 187 50

Class No. 2, pig iron:

Flagler & Brothers.....	44, 270 00
James M. Shaw.....	51, 000 00
Francis H. Smith.....	40, 450 00
John J. Bingham.....	*39, 520 00
William Porter & Sons...	43, 885 00
Joseph L. Savage.....	40, 440 00
William A. Wheeler.....	42, 220 00
Wheeler & Browning.....	40, 100 00

Class No. 4, gum packing, rubber hose, &c.:

C. M. Clapp & Co.....	*20, 543 00
John J. Bingham.....	23, 686 00
Joseph L. Savage.....	22, 762 00
William A. Wheeler.....	27, 320 00
Wheeler & Browning.....	30, 380 00

Class No. 5, sperm oil:

James M. Shaw.....	13, 200 00
David Babcock.....	13, 875 00
Judd Sperm Oil Co.....	12, 422 00
Alonzo A. Foster.....	14, 000 00
William H. James.....	12, 200 00
Manhattan Oil Co.....	12, 150 00
Southard, Herbert & Co..	*11, 900 00
Joseph L. Savage.....	12, 250 00
William A. Wheeler.....	13, 150 00
Wheeler & Browning.....	15, 000 00

Class No. 6, linseed oil and turpentine:

C. M. Clapp & Co.....	3, 400 00
John H. Bailey.....	2, 640 00
David Babcock.....	2, 388 00
Alonzo A. Foster.....	2, 460 00
John J. Bingham.....	*2, 350 00
Manhattan Oil Co.....	2, 572 00
Clark & Pearson.....	2, 710 00
William Porter & Sons...	2, 980 00
Joseph L. Savage.....	2, 570 00
William A. Wheeler.....	2, 352 00
Wheeler & Browning.....	3, 040 00

Class No. 8, leather belting, hose, &c.:

Hoyt Brothers.....	2, 629 00
C. M. Clapp & Co.....	2, 512 00
Josiah Gates & Son.....	2, 416 00
James R. Pugh.....	2, 809 00
Alonzo A. Foster.....	2, 973 00

* Accepted.

John J. Bingham.....	\$2, 672 00
William Porter & Sons...	3, 055 00
Joseph L. Savage.....	2, 535 00
William A. Wheeler.....	*2, 390 00
Wheeler & Browning.....	3, 181 00

Class No. 9, tallow and soap:

David Babcock.....	588 50
Alonzo A. Foster.....	*550 00
John J. Bingham.....	576 80
Southard, Herbert & Co..	595 00
Joseph L. Savage.....	632 00
William A. Wheeler.....	608 00
Wheeler & Browning.....	770 00

Class No. 10, engineers' stores:

Alonzo A. Foster.....	*14, 324 92
John J. Bingham.....	15, 421 62
William Porter & Sons...	18, 483 25
Joseph L. Savage.....	15, 927 61
William A. Wheeler.....	15, 556 65
Wheeler & Browning.....	19, 774 75

Class No. 11, engineers' tools:

Alonzo A. Foster.....	*6, 112 29
William A. Wheeler.....	7, 388 30
Wheeler & Browning.....	6, 501 75

Class No. 12, engineers' instruments:

American Steam Gauge Co	2, 772 80
Alonzo A. Foster.....	3, 417 00
John J. Bingham.....	*2, 003 50
William Porter & Sons...	4, 790 00
Joseph L. Savage.....	2, 378 00
William A. Wheeler.....	4, 269 00
Wheeler & Browning.....	2, 684 00

Class No. 13, machinery:

Pratt, Whitney & Co.....	†————
G. & C. Place.....	*4, 114 00
Joseph L. Savage.....	4, 240 00
William A. Wheeler.....	5, 300 00

Class No. 14, wrought-iron pipe, valves, &c.:

A. S. T. Sanborn & Co....	20, 859 14
J. J. & C. C. Walworth...	*19, 644 58
Alonzo A. Foster.....	25, 535 99
John J. Bingham.....	20, 980 25
Joseph L. Savage.....	24, 532 77
William A. Wheeler.....	23, 216 55
Wheeler & Browning.....	29, 402 44

Class No. 15, brass and copper tubes:

John H. Bailey.....	7, 800 00
Columbia Metal Works...	6, 500 00
American Tube Works....	5, 840 00

† Informal.

Alonzo A. Foster.....	† \$5,450 00	David Babcock.....	\$290 00
Joseph L. Savage.....	5,800 00	Alonzo A. Foster.....	380 00
William A. Wheeler.....	5,834 00	John J. Bingham.....	*282 50
Wheeler & Browning.....	8,200 00	Clark & Pearson.....	420 00
Class No. 16, steel:		William Porter & Sons...	462 50
George Adams.....	16,160 00	Joseph L. Savage.....	370 00
Spalding & Parrott.....	16,160 00	William A. Wheeler.....	290 00
John P. Lyman.....	*14,360 00	Wheeler & Browning.....	450 00
David Babcock.....	16,000 00	Class No. 22, colored paints, dryers, &c.:	
Miller, Barr & Parkin....	15,520 00	John H. Bailey.....	2,890 00
Park, Brother & Co.....	15,100 00	David Babcock.....	2,860 25
Alonzo A. Foster.....	15,080 00	Alonzo A. Foster.....	*1,550 00
John J. Bingham.....	16,560 00	John J. Bingham.....	3,076 55
Joseph L. Savage.....	15,200 00	Clark & Pearson.....	4,851 50
William A. Wheeler.....	15,000 00	Joseph L. Savage.....	1,630 50
Wheeler & Browning.....	15,360 00	William A. Wheeler.....	3,297 50
Class No. 17, iron, nails, bolts, nuts, &c.:		Wheeler & Browning.....	4,979 75
John H. Bailey.....	9,767 40	Class No. 23, stationery:	
Alonzo A. Foster.....	8,719 40	John M. Whittemore & Co	1,647 40
John J. Bingham.....	9,643 65	W. C. Rogers & Co.....	*785 09
Joseph L. Savage.....	*8,596 40	Cutter, Tower & Co.....	1,172 26
William A. Wheeler.....	9,488 40	William H. Arthur & Co..	1,426 15
Wheeler & Browning.....	9,922 60	William A. Wheeler.....	1,239 00
Class No. 18, copper:		Class No. 24, firewood:	
James M. Shaw.....	30,248 00	George A. Hammond.....	*1,235 00
Revere Copper Co.....	25,220 00	George W. Tucker.....	1,687 50
Alonzo A. Foster.....	26,900 00	John J. Bingham.....	1,787 50
John J. Bingham.....	26,004 00	Trickey & Jewett.....	2,000 00
Baltimore and Cuba Smelt- ing and Mining Co.....	*25,132 50	William A. Wheeler.....	1,725 00
William Porter & Sons....	29,200 00	Class No. 25, hickory and ash plank, and butts:	
Joseph L. Savage.....	26,235 00	Joseph W. Duryee.....	*305 00
William A. Wheeler.....	25,993 00	Trickey & Jewett.....	330 00
Wheeler & Browning.....	28,840 00	William A. Wheeler.....	375 00
Class No. 19, tin, lead, zinc, &c.:		Class No. 26, white pine:	
John H. Bailey.....	9,595 00	Samuel Adams & Co.....	4,170 00
David Babcock.....	8,299 75	Joseph W. Duryee.....	*3,057 00
Alonzo A. Foster.....	*7,739 00	George A. Hammond.....	3,330 00
John J. Bingham.....	8,426 00	Trickey & Jewett.....	3,975 00
William Porter & Sons....	9,551 50	William A. Wheeler.....	4,845 00
Joseph L. Savage.....	8,163 00	Class No. 27, black walnut, cherry, &c.:	
William A. Wheeler.....	8,447 50	Joseph W. Duryee.....	*541 00
Wheeler & Browning.....	8,610 00	Trickey & Jewett.....	785 00
Class No. 20, white lead:		William A. Wheeler.....	1,000 00
C. M. Clapp & Co.....	3,000 00	Class N. 29, lanterns, &c.:	
John H. Bailey.....	2,950 00	William Porter & Sons...	*1,387 00
David Babcock.....	2,925 00	William A. Wheeler.....	1,719 00
Alonzo A. Foster.....	*2,550 00	Class No. 30, lignumvitæ:	
John J. Bingham.....	2,780 00	George A. Hammond.....	95 00
Clark & Pearson.....	3,200 00	Wesley Smith.....	150 00
William Porter & Sons....	3,225 00	John J. Bingham.....	*90 00
Joseph L. Savage.....	2,850 00	† Class not awarded.	
William A. Wheeler.....	2,850 00		
Wheeler & Browning.....	3,100 00		
Class No. 21, zinc paint:			
C. M. Clapp & Co.....	315 00		
John H. Bailey.....	430 00		

* Accepted.

† Class not awarded.

William Porter & Sons...	\$125 00	S. P. Brown & Son.....	*\$2,664 00
William A. Wheeler.....	115 00	John B. Turton	†
Class No. 31, hydraulic jacks, &c.:		William A. Wheeler.....	2,859 00
Alonzo A. Foster.....	*100 00	Class No. 37, sand, lime, &c.:	
John J. Bingham.....	299 00	Samuel Adams & Co.....	2,957 00
William Porter & Sons...	320 00	David Babcock.....	3,113 00
Joseph L. Savage.....	1,000 00	George W. Tucker.....	*1,863 00
William A. Wheeler	350 00	William H. James.....	2,626 50
Class No. 32, sour flour, cruci- bles, &c.:		William A. Wheeler.....	3,638 00
David Babcock.....	1,452 00	Class No. 38, brick:	
Alonzo A. Foster.....	1,415 00	Samuel Adams & Co.....	*1,360 00
John J. Bingham.....	1,260 15	David Babcock.....	1,600 00
Joseph L. Savage.....	1,481 40	George W. Tucker.....	1,530 00
William A. Wheeler.....	*1,256 50	William A. Wheeler.....	2,250 00
Class No. 33, patented articles:		Class No. 39, files:	
Alonzo A. Foster.....	*574 00	Scudder, Rogers & Co...	7,059 96
Class No. 34, cotton and hemp packing:		Alonzo A. Foster.....	*6,230 01
John H. Bailey.....	249,100 00	John J. Bingham.....	6,885 64
Alonzo A. Foster.....	2,480 00	Clark & Pearson	10,667 97
John J. Bingham.....	*2,240 92	Joseph L. Savage.....	6,246 48
William Porter & Sons...	3,201 00	William A. Wheeler.....	7,290 14
Joseph L. Savage.....	2,842 00	Wheeler & Browning...	9,423 42
William A. Wheeler.....	2,716 00	Class No. 40, charcoal:	
Class No. 35, anthracite coal:		George A. Hammond.....	1,400 00
George W. Tucker.....	24,412 50	George W. Tucker.....	2,250 00
Tyler & Co.....	*20,382 50	Charles G. Brown.....	*950 00
Lewis W. Hiel.....	21,877 00	Alonzo A. Foster.....	1,350 00
S. P. Brown & Son.....	21,315 00	Clark & Pearson.....	1,250 00
John B. Turton.....	23,540 00	William Porter & Sons...	1,950 00
William A. Wheeler.....	21,517 50	William A. Wheeler.....	1,300 00
Class No. 36, bituminous coal:		Class No. 42, Dudgeon's pumps:	
Albert R. Bass.....	2,955 00	John H. Bailey.....	1,580 00
George W. Tucker.....	3,120 00	Alonzo A. Foster.....	1,422 00
Franklin A. Hall.....	3,060 00	John J. Bingham.....	1,368 00
		William Porter & Sons...	1,822 00
		Joseph L. Savage.....	1,320 00
		William A. Wheeler.....	*1,240 00
		Wheeler & Browning...	1,840 00

Schedule of proposals for materials for the navy yard at Charlestown, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron, &c.:		John J. Bingham.....	\$23,500 00
Flagler & Bro.....	\$38,044 37	William Porter & Sons.....	24,500 00
Alonzo A. Foster.....	39,067 50	Joseph L. Savage.....	*21,250 00
John J. Bingham.....	*36,443 75	William A. Wheeler.....	25,250 00
Joseph L. Savage.....	37,170 00	Wheeler & Browning...	23,250 00
William A. Wheeler.....	39,582 50	Class No. 4, gum packing, rub- ber hose, &c.:	
Wheeler & Browning....	44,040 00	C. M. Clapp & Co.....	*4,925 00
Class No. 2, pig iron:		John J. Bingham.....	6,050 00
Flagler & Bro.....	24,600 00	Joseph L. Savage.....	5,337 50
James M. Shaw.....	32,750 00	William A. Wheeler.....	7,050 00
Francis H. Smith.....	24,400 00	Wheeler & Browning...	6,500 00
Alonzo A. Foster.....	22,900 00		

* Accepted.

† Informal.

Class No. 5, sperm oil :

James M. Shaw.....	\$25,800 00
David Babcock.....	27,450 00
Judd Sperm Oil Co.....	24,844 00
Alonzo A. Foster.....	28,000 00
William H. James.....	23,800 00
Manhattan Oil Co.....	23,700 00
Southard, Herbert & Co..	*23,490 00
Joseph L. Savage.....	24,000 00
William A. Wheeler.....	25,900 00
Wheeler & Browning....	28,000 00

Class No. 6, linseed oil and turpentine :

C. M. Clapp & Co.....	3,095 00
David Babcock.....	866 00
Alonzo A. Foster.....	1,004 00
John J. Bingham.....	891 00
Manhattan Oil Co.....	933 00
Clark & Pearson.....	970 00
Joseph L. Savage.....	800 00
William A. Wheeler.....	*780 00
Wheeler & Browning....	1,225 00

Class No. 8, leather belting, hose, &c. :

Hoyt Brothers.....	8,042 50
C. M. Clapp & Co.....	8,543 50
Josiah Gates & Son.....	8,376 00
James R. Pugh.....	9,625 00
Alonzo A. Foster.....	10,648 00
John J. Bingham.....	*7,969 75
Joseph L. Savage.....	8,398 00
William A. Wheeler.....	8,134 00
Wheeler & Browning....	8,388 00

Class No. 9, tallow and soap :

Mullett & Bradbury	22 50
David Babcock.....	30 00
Alonzo A. Foster.....	†20 00
John J. Bingham.....	30 00
Southard, Herbert & Co..	22 00
Clark & Pearson.....	28 00
Joseph L. Savage.....	20 00
William A. Wheeler.....	30 00

Class No. 10, engineers' stores :

Alonzo A. Foster.....	7,609 37
John J. Bingham.....	*7,312 71
Joseph L. Savage.....	7,436 40
William A. Wheeler.....	8,257 48
Wheeler & Browning....	10,758 50

Class No. 11, engineers' tools :

Alonzo A. Foster.....	\$3,842 38
Joseph L. Savage.....	3,186 89
William A. Wheeler.....	4,577 05
Wheeler & Browning....	*3,370 10

Class No. 12, engineers' instruments :

American Steam Gauge Co	2,450 00
Alonzo A. Foster.....	*1,826 00

John J. Bingham.....	\$2,841 00
William Porter & Sons...	3,907 00
Joseph L. Savage.....	3,233 00
William A. Wheeler.....	3,110 00
Wheeler & Browning....	3,000 00

Class No. 14, wrought iron pipe, valves, &c. :

S. T. Sanborn & Co.....	12,935 25
J. J. Walworth & C. C. Walworth.....	*12,227 00
Alonzo A. Foster.....	14,423 75
John J. Bingham.....	12,743 52
Joseph L. Savage.....	14,437 25
William A. Wheeler.....	13,576 80
Wheeler & Browning....	14,638 25

Class No. 15, brass and copper tubes :

Columbian Metal Works..	†21,300 00
American Tube Works...	22,900 00
Alonzo A. Foster.....	†21,300 00
Joseph L. Savage.....	23,200 00
William A. Wheeler.....	24,230 00
Wheeler & Browning....	35,000 00

Class No. 16, steel :

David Babcock.....	21,293 74
Park, Brother & Co.....	19,572 00
John B. Taft.....	19,493 10
Alonzo A. Foster.....	19,487 75
John J. Bingham.....	20,778 50
Joseph L. Savage.....	19,297 00
William A. Wheeler.....	19,057 50
Wheeler & Browning....	*18,098 00

Class No. 17, iron nails, bolts, nuts, &c. :

Alonzo A. Foster.....	*3,557 40
John J. Bingham.....	4,140 24
Joseph L. Savage.....	4,329 01
William A. Wheeler.....	4,340 97
Wheeler & Browning....	5,155 85

Class No. 18, copper :

James M. Shaw.....	50,645 00
Alonzo A. Foster.....	47,060 00
John J. Bingham.....	46,090 00
Baltimore and Cuba Smelting and Mining Co....	*43,825 00
William Porter & Sons...	51,000 00
Joseph L. Savage.....	44,650 00
William A. Wheeler.....	44,345 00
Wheeler & Browning....	47,350 00

Class No. 19, tin, lead, zinc, &c. :

George Adams.....	14,480 00
C. M. Clapp & Co.....	15,312 50
David Babcock.....	13,795 00
Alonzo A. Foster.....	*13,350 00
John J. Bingham.....	13,805 00
William Porter & Sons...	16,175 00
Joseph L. Savage.....	13,355 00
William A. Wheeler.....	14,205 00
Wheeler & Browning....	14,620 00

* Accepted.

† Class not awarded.

‡ Awarded by lot.

§ Informal; bid for part of class only.

|| Informal.

Class No. 20, white lead :

C. M. Clapp & Co.....	\$775 00
David Babcock.....	712 50
Alonzo A. Foster	*650 00
John J. Bingham.....	722 00
Clark & Pearson.....	775 00
William Porter & Sons...	787 50
Joseph L. Savage.....	725 00
William A. Wheeler	725 00
Wheeler & Browning....	800 00

Class No. 22, colored paints, dryers, &c.:

David Babcock.....	2,816 20
John J. Bingham.....	3,194 00
Clark & Pearson.....	4,339 00
Joseph L. Savage.....	*2,785 15
William A. Wheeler.....	3,840 80

Class No. 23, stationery :

J. M. Whittemore & Co..	2,186 79
W. C. Rogers & Co.....	*1,543 16
Cutter, Tower & Co	1,846 52
William H. Arthur & Co	2,132 38
William A. Wheeler.....	1,997 25

Class No. 24, firewood :

S. & E. Knight	*1,200 00
John J. Bingham.....	1,560 00
Trickey & Jewett.....	2,025 00
William A. Wheeler.....	1,275 00

Class No. 25, hickory and ash plank and butts :

Trickey & Jewett.....	200 00
William A. Wheeler.....	*150 00

Class No. 26, white pine :

Joseph W. Duryee.....	*8,340 00
Trickey & Jewett.....	9,934 00
William A. Wheeler.....	14,245 00

Class No. 27, black walnut, cherry, &c. :

Joseph W. Duryee.....	*435 00
Trickey & Jewett	585 00
William A. Wheeler.....	1,200 00

Class No. 28, mahogany and white holly :

Joseph W. Duryee.....	*210 00
Trickey & Jewett.....	300 00
William A. Wheeler.....	675 00

Class No. 29, lanterns, &c. :

William Porter & Sons...	*432 00
William A. Wheeler.....	540 00

* Accepted.

Class No. 32, sour flour, crucibles, &c.:

Mullett & Bradbury.....	\$2,025 25
David Babcock.....	1,700 75
Alonzo A. Foster.....	*1,410 00
John J. Bingham.....	1,676 50
William A. Wheeler.....	2,830 25

Class No. 34, cotton and hemp packing :

David Babcock.....	2,850 00
Alonzo A. Foster.....	3,000 00
John J. Bingham.....	*2,376 00
William Porter & Sons...	3,600 00
Joseph L. Savage.....	3,000 00
William A. Wheeler.....	2,962 50

Class No. 35, anthracite coal :

Albert R. Bass	*26,700 00
Tyler & Co.....	29,570 00
Lewis W. Heil.....	31,862 00
S. P. Brown & Son.....	30,210 00
William A. Wheeler.....	28,280 00

Class No. 36, bituminous coal :

S. P. Brown & Son.....	2,455 00
John B. Turton.....	2,262 00
William A. Wheeler.....	*2,251 00

Class No. 37, sand, lime, &c. :

James Edmond & Co	2,875 00
David Babcock.....	3,250 00
William H. James.....	*2,855 00
William A. Wheeler.....	3,850 00

Class No. 38, brick :

James Edmond & Co.....	*3,525 00
David Babcock.....	3,940 00
William A. Wheeler.....	3,550 00

Class No. 39, files :

Alonzo A. Foster.....	*7,803 56
John J. Bingham.....	9,146 00
Clark & Pearson	14,184 35
Joseph L. Savage.....	8,520 30
William A. Wheeler.....	9,624 67
Wheeler & Browning....	11,802 50

Class No. 40, charcoal :

Mullett & Bradbury	\$2,500 00
Alonzo A. Foster.....	2,500 00
Clark & Pearson.....	2,700 00
William Porter & Sons...	3,900 00
Joseph L. Savage.....	2,900 00
William A. Wheeler.....	2,600 00

‡ Awarded by lot.

Schedule of proposals for materials for the navy yard at Brooklyn, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets :		William Porter & Sons....	\$1,384 00
Alonzo A. Foster		G. H. Creed.....	952 00
John J. Bingham.....		William A. Wheeler.....	1,061 00
William Porter & Sons...		Wheeler & Browning....	1,156 00
G. H. Creed.....		Class No. 9, tallow and soap :	
William A. Wheeler.....		David Babcock.....	*287 90
Wheeler & Browning		Alonzo A. Foster.....	325 75
		John J. Bingham.....	313 00
Class No. 2, pig iron :		William Miller.....	347 63
James M. Shaw.....		Southard, Herbert & Co..	475 00
David Babcock.....		G. H. Creed.....	319 50
Samuel Noble.....		William A. Wheeler.....	344 50
Francis H. Smith.....		Wheeler & Browning....	480 50
Alonzo A. Foster.....		Class No. 10, engineers' stores :	
John J. Bingham.....		Alonzo A. Foster.....	*9,650 97
William H. James.....		John J. Bingham.....	10,468 15
William Porter & Sons...		William Porter & Sons...	12,848 59
G. H. Creed.....		William A. Wheeler.....	11,455 85
William A. Wheeler.....		G. H. Creed.....	10,489 95
		Wheeler & Browning....	13,017 85
Class No. 4, gum packing, rubber hose, &c. :		Class No. 11, engineers' tools :	
C. M. Clapp & Co.....		Alonzo A. Foster	*2,906 75
Alonzo A. Foster.....		G. H. Creed.....	4,001 10
John J. Bingham.....		William A. Wheeler.....	3,042 65
G. H. Creed.....		Class No. 12, engineers' instruments :	
Class No. 5, sperm oil :		John Ashcroft.....	3,011 00
James M. Shaw.....		American Steam Gauge Co.	2,792 50
David Babcock.....		Alonzo A. Foster.....	5,735 00
Lyles & Polhamus.....		John J. Bingham.....	*2,775 00
Judd Sperm Oil Co.....		William Porter & Sons...	8,340 00
Alonzo A. Foster.....		G. H. Creed.....	3,326 00
William H. James.....		William A. Wheeler.....	3,297 50
Manhattan Oil Co.....		Wheeler & Browning	3,165 00
Southard, Herbert & Co..		Class No. 14, wrought-iron pipes, valves, &c. :	
G. H. Creed.....		John Ashcroft.....	16,740 97
William A. Wheeler.....		Jas. J. & C. C. Walworth	12,150 00
Class No. 6, linseed oil and turpentine :		Alonzo A. Foster.....	14,146 50
C. M. Clapp & Co.....		John J. Bingham.....	10,226 20
David Babcock.....		Felix Campbell.....	*9,742 00
Alonzo A. Foster.....		G. H. Creed.....	12,865 50
John J. Bingham.....		William A. Wheeler.....	13,266 00
Manhattan Oil Co.....		Class No. 16, steel :	
William Miller.....		David Babcock.....	9,824 70
Clark & Pearson.....		Miller, Barr & Parkin...	9,083 30
William Porter & Sons...		Park Brother & Co	9,157 80
G. H. Creed.....		Alonzo A. Foster	8,875 00
William A. Wheeler.....		John J. Bingham.....	9,078 00
		James Horner.....	*8,570 00
Class No. 8, leather belting, hose, &c. :		William H. James.....	9,336 95
Hoyt Brothers.....		G. H. Creed.....	8,841 00
C. M. Clapp & Co.....		William A. Wheeler.....	8,829 50
Josiah Gates & Sons		Wheeler & Browning....	9,091 50
John J. Bingham.....			

* Accepted.

† Informal.

Class No. 17, iron nails, bolts, nuts, &c.:

Pollock & Van Wagner..	\$20,302 25
Alonzo A. Foster.....	15,217 25
John J. Bingham.....	14,632 00
G. H. Creed.....	*14,340 00
William A. Wheeler.....	15,694 00

Class No 18, copper:

Alonzo A. Foster.....	11,130 10
John J. Bingham.....	*10,595 14
Balt. & Cuba Smelting & Mining Co.....	10,733 39
William Porter & Sons...	12,086 15
G. H. Creed.....	10,822 05
William A. Wheeler.....	11,045 40
Wheeler & Browning....	13,064 00

Class No. 19, tin, lead, zinc, &c.:

C. M. Clapp & Co.....	1,539 37½
David Babcock.....	1,602 00
Alonzo A. Foster.....	*1,485 50
John J. Bingham.....	1,513 42
William Porter & Sons...	1,847 25
G. H. Creed.....	1,590 50
William A. Wheeler.....	1,585 00
Wheeler & Browning....	1,585 00

Class No. 22, colored paints, dryers, &c.:

David Babcock.....	1,149 55
Alonzo A. Foster.....	1,073 12
John J. Bingham.....	*1,030 85
William Miller.....	1,193 00
Clark & Pearson.....	1,937 37½
G. H. Creed.....	1,146 20
William A. Wheeler.....	1,311 35
Wheeler & Browning....	1,515 25

Class No. 23, stationery:

J. M. Whittemore & Co..	3,919 62
Sackett & Mackay.....	3,486 52
Cutter, Tower & Co.....	3,091 65
W. C. Rogers & Co.....	3,026 68
William H. Arthur & Co..	*2,869 97
William A. Wheeler.....	3,072 50

Class No. 25, hickory and ash plank and butts:

Watson & Pittinger.....	*1,800 00
William A. Wheeler.....	2,350 00

Class No. 26, white pine:

Joseph W. Duryee.....	*2,805 00
David Babcock.....	4,080 00
John J. Bingham.....	3,305 00
Watson & Pittinger.....	3,072 00
S. P. Brown & Son.....	3,750 00
William A. Wheeler.....	4,845 00

Class No. 27, black walnut, cherry, &c.:

Joseph W. Duryee.....	*207 00
John J. Bingham.....	277 50
Watson & Pittinger.....	270 00
William A. Wheeler.....	600 00

Class No. 29, lanterns, &c.:

Alonzo A. Foster.....	\$160 00
William Porter & Sons...	*95 00
G. H. Creed.....	110 00
William A. Wheeler.....	96 00

Class No. 32, sour flour, crucibles, &c.:

David Babcock.....	4,749 00
Alonzo A. Foster.....	4,108 00
John J. Bingham.....	*3,213 50
William Porter & Sons...	9,930 50
G. H. Creed.....	3,657 50
William A. Wheeler.....	4,947 40
Wheeler & Browning....	7,998 00

Class No. 34, cotton and hemp packing, &c.:

Alonzo A. Foster.....	125 00
John J. Bingham.....	*112 50
William Porter & Sons...	162 50
G. H. Creed.....	150 00
William A. Wheeler.....	150 00

Class No. 35, anthracite coal:

Albert R. Bass.....	7,140 00
Felt & German.....	8,970 00
Tyler & Co.....	*7,098 00
Lewis W. Heil.....	7,956 00
S. P. Brown & Son.....	8,280 00
William A. Wheeler.....	7,162 00

Class No. 36, bituminous coal:

Albert R. Bass.....	5,152 00
Felt & German.....	5,976 00
Tyler & Co.....	*4,776 00
Lewis W. Heil.....	5,336 00
S. P. Brown & Son.....	5,184 00
John B. Turton.....	5,400 00
William A. Wheeler.....	5,016 00

Class No. 37, sand, lime, &c.:

David Babcock.....	*2,856 00
William H. James.....	3,161 50
G. H. Creed.....	4,317 00
William A. Wheeler.....	7,667 50

Class No. 38, brick:

David Babcock.....	*1,715 00
Watson & Pittinger.....	3,405 00
William A. Wheeler.....	2,420 00

Class No. 39, files:

Alonzo A. Foster.....	*3,927 83
John J. Bingham.....	4,173 68
James Horner.....	4,534 93
Clark & Pearson.....	7,184 57
G. H. Creed.....	4,190 95
William A. Wheeler.....	4,851 55
Wheeler & Browning....	6,222 25

Class No. 40, charcoal:

Alonzo A. Foster.....	1,498 50
John J. Bingham.....	*1,221 00
Watson & Pittinger.....	1,942 50
Clark & Pearson.....	1,327 50
William Porter & Sons...	1,831 50
G. H. Creed.....	1,327 50
William A. Wheeler.....	1,332 00

*Accepted.

Schedule of proposals for materials for the navy yard at Philadelphia, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets:

Paul J. Field.....	\$6,102 50
Alonzo A. Foster	5,295 00
John J. Bingham.....	5,242 95
William Porter & Sons...	6,580 00
Joseph L. Savage.....	5,320 00
William A. Wheeler.....	*5,062 50
Wheeler & Browning	5,762 50

Class No. 2, pig iron:

James M. Shaw.....	2,795 00
Francis H. Smith.....	2,350 00
Paul J. Field.....	2,450 00
John J. Bingham.....	2,297 00
William Porter & Sons...	2,350 00
Joseph L. Savage.....	*2,100 00
William A. Wheeler.....	2,495 00
Wheeler & Browning	2,250 00

Class No. 6, linseed oil and turpentine:

David Babcock.....	140 00
John J. Bingham.....	160 00
Manhattan Oil Co.....	169 20
Clark & Pearson.....	180 00
William Porter & Sons...	189 60
Joseph L. Savage.....	156 00
William A. Wheeler.....	*120 00
Wheeler & Browning	180 00

Class No. 8, leather, belting, hose, &c.:

Hoyt Brother.....	166 00
C. M. Clapp & Co.....	161 50
Josiah Gates & Son.....	*152 25
Paul J. Field.....	183 25
John J. Bingham.....	162 25
William Porter & Sons...	207 75
Joseph L. Savage.....	158 50
William A. Wheeler.....	168 75
Wheeler & Browning	183 75

Class No. 10, engineers' stores:

Alonzo A. Foster	362 50
John J. Bingham.....	*302 80
William Porter & Sons...	354 75
Joseph L. Savage.....	340 00
William A. Wheeler.....	308 00
Wheeler & Browning	559 50

Class No. 11, engineers' tools:

Alonzo A. Foster.....	*524 00
Joseph L. Savage.....	613 90
William A. Wheeler.....	770 60
Wheeler & Browning	555 50

Class No. 12, engineers' instruments:

American Steam Gauge Co	72 00
William Porter & Sons...	99 00

Joseph L. Savage.....	\$150 00
William A. Wheeler.....	135 00
Wheeler & Browning....	*30 00

Class No. 16, steel:

David Babcock.....	135 00
Paul J. Field.....	165 75
Alonzo A. Foster	141 50
John J. Bingham.....	124 00
Joseph L. Savage.....	175 00
William A. Wheeler.....	*122 00
Wheeler & Browning....	130 00

Class No. 17, iron nails, bolts, nuts, &c.:

Paul J. Field.....	230 60
Alonzo A. Foster	205 75
William Porter & Sons...	*231 60
Joseph L. Savage.....	189 70
William A. Wheeler.....	210 30
Wheeler & Browning	226 30

Class No. 18, copper:

Alonzo A. Foster	1,034 50
John J. Bingham.....	*881 54
Baltimore and Cuba Smelting and Mining Company	898 75
William Porter & Sons...	979 25
Joseph L. Savage.....	934 00
William A. Wheeler.....	965 75
Wheeler & Browning	1,277 50

Class No. 19, tin, lead, zinc, &c.:

David Babcock.....	2,972 50
Paul J. Field.....	3,350 00
Alonzo A. Foster.....	2,910 00
John J. Bingham	2,993 00
William Porter & Sons...	3,307 50
Joseph L. Savage.....	*2,890 00
William A. Wheeler.....	3,130 00
Wheeler & Browning....	3,255 00

Class No. 20, white lead:

David Babcock.....	140 00
Alonzo A. Foster.....	*135 00
John J. Bingham.....	154 00
Clark & Pearson.....	160 00
William Porter & Sons...	157 50
Joseph L. Savage.....	150 00
William A. Wheeler.....	145 00
Wheeler & Browning	160 00

Class No. 22, colored paints, dryers, &c.:

David Babcock.....	213 29
John J. Bingham.....	*199 80
Clark & Pearson.....	307 43½
Joseph L. Savage.....	245 00
William A. Wheeler.....	245 28
Wheeler & Browning	328 37

* Accepted.

Class No. 23, stationary:

Ferdinand Foster.....	\$193 25
W. C. Rogers & Co.....	*106 50
Cutter, Tower & Co.....	161 50
William H. Arthur & Co..	168 50
William A. Wheeler.....	155 75

Class No. 26, white pine:

Joseph W. Duryee.....	*2, 194 50
Watson & Pittinger.....	2, 437 50
William A. Wheeler.....	2, 669 00

Class No. 27, black walnut, cherry, &c.:

Joseph W. Duryee.....	*345 00
Watson & Pittinger.....	750 00
William A. Wheeler.....	850 00

Class No. 32, sour flour, crucibles, &c.:

David Babcock.....	452 50
Paul J. Field.....	446 25
Alonzo A. Foster.....	390 00
John J. Bingham.....	*266 00
William Porter & Sons...	487 55
Joseph L. Savage.....	382 75
William A. Wheeler.....	441 00
Wheeler & Browning....	572 00

Class No. 34, cotton and hemp packing, &c.:

David Babcock.....	925 00
Paul J. Field.....	1, 000 00

Alonzo A. Foster.....	*\$700 00
John J. Bingham.....	744 50
William Porter & Sons...	1, 300 00
Joseph L. Savage.....	950 00
William A. Wheeler.....	1, 000 00
Wheeler & Browning....	1, 000 00

Class No. 35, anthracite coal:

Albert R. Bass.....	*3, 340 00
Tyler & Co.....	3, 710 00
Lewis W. Hill.....	3, 753 00
William A. Wheeler.....	3, 488 00

Class No. 37, sand, lime, &c.:

David Babcock.....	*495 00
Paul J. Field.....	504 00
William H. James.....	2, 626 50
William A. Wheeler.....	736 00

Class No. 38, brick:

David Babcock.....	290 00
Paul J. Field.....	*260 00
Watson & Pittinger.....	600 00
William A. Wheeler.....	320 00

Class No. 39, files:

Alonzo A. Foster.....	900 36
John J. Bingham.....	*882 49
Clark & Pearson.....	1, 551 92
Joseph L. Savage.....	909 56
William A. Wheeler.....	1, 001 51
Wheeler & Browning....	1, 256 12

Schedule of proposals for materials for the navy yard at Washington, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets:

John J. Bingham.....	\$19, 005 00
William Porter & Sons...	24, 505 00
Joseph L. Savage.....	*18, 952 50
William A. Wheeler.....	20, 552 50
Wheeler & Browning....	21, 660 00

Class No. 2, pig iron:

James M. Shaw.....	6, 950 00
Samuel Noble.....	6, 500 00
Francis H. Smith.....	5, 600 00
John J. Bingham.....	5, 480 00
William Porter & Sons...	6 500 00
Joseph L. Savage.....	5, 900 00
William A. Wheeler.....	5, 950 00
Wheeler & Browning....	*4, 750 00

Class No. 3, boiler felting:

George Adams.....	2, 750 00
John J. Bingham.....	*1, 590 00

Joseph L. Savage.....	\$1, 980 00
William A. Wheeler.....	2, 150 00

Class No. 4, gum packing, rubber hose, &c.:

Richard Levick.....	3, 550 00
C. M. Clapp & Co.....	3, 510 00
John J. Bingham.....	3, 332 50
Joseph L. Savage.....	*3, 200 00
William A. Wheeler.....	4, 537 50
Wheeler & Browning....	6, 312 50

Class No. 5, sperm oil:

James M. Shaw.....	18, 480 00
David Babcock.....	19, 460 00
Lyles & Polhamus.....	16, 870 00
Judd Sperm Oil Co.....	17, 390 80
Alonzo A. Foster.....	19, 600 00
William H. James.....	16, 660 00
Manhattan Oil Co.....	16, 590 00
Southard, Herbert & Co..	17, 090 00
Joseph L. Savage.....	*16, 310 00

* Accepted.

William A. Wheeler.....	\$18, 130 00	Joseph L. Savage.....	\$1, 825 00
Wheeler & Browning.....	21, 000 00	William A. Wheeler.....	1, 850 00
Class No. 6, linseed oil and turpentine:		Class No. 14, wrought-iron pipe, valves, &c.:	
George Adams.....	1, 787 00	John Ashcroft.....	5, 114 99
James M. Shaw.....	2, 063 20	Jas. J. & C. C. Walworth	3, 603 71
David Babcock.....	1, 590 40	John J. Bingham.....	3, 788 05
Alonso A. Foster.....	*1, 566 00	Francis McGhan.....	*3, 219 94
John J. Bingham.....	1, 670 00	Joseph L. Savage.....	4, 066 24
Manhattan Oil Co.....	1, 712 20	William A. Wheeler.....	3, 839 93
Clark & Pearson.....	1, 793 00	Wheeler & Browning.....	5, 972 09
William Porter & Sons...	1, 923 00	Class No. 15, brass and copper tubes:	
Joseph L. Savage.....	1, 616 00	Columbian Metal Works..	7, 375 00
William A. Wheeler.....	1, 651 00	American Tube Works....	6, 350 00
Wheeler & Browning.....	1, 995 00	Alonso A. Foster.....	\$5, 750 00
Class No. 8, leather belting, hose, &c.:		Joseph L. Savage.....	6, 000 00
Hoyt Brothers.....	1, 240 00	William A. Wheeler.....	6, 425 00
C. M. Clapp & Co.....	1, 425 00	Wheeler & Browning.....	8, 900 00
Josiah Gates & Son.....	*1, 150 00	Class No. 16, steel:	
Alonso A. Foster.....	1, 180 00	David Babcock.....	3, 840 00
William Porter & Sons...	1, 325 00	Park, Brothers & Co.....	*3, 480 00
Joseph L. Savage.....	1, 180 00	Alonso A. Foster.....	3, 575 00
William A. Wheeler.....	1, 270 00	John J. Bingham.....	3, 870 00
Wheeler & Browning.....	1, 380 00	Joseph L. Savage.....	3, 520 00
Class No. 9, tallow and soap:		William A. Wheeler.....	3, 540 00
George Adams.....	180 00	Wheeler & Browning....	3, 740 00
David Babcock.....	143 00	Class No. 17, iron, nails, bolts, nuts, &c.:	
Alonso A. Foster.....	*137 00	Alonso A. Foster.....	4, 043 00
John J. Bingham.....	164 00	John J. Bingham.....	4, 095 75
Southard, Herbert & Co..	162 00	Joseph L. Savage.....	*3, 635 50
Joseph L. Savage.....	160 00	William A. Wheeler.....	4, 812 50
William A. Wheeler.....	187 00	Wheeler & Browning....	6, 327 50
Wheeler & Browning.....	232 00	Class No. 18, copper:	
Class No. 10, engineers' stores:		James Shaw.....	14, 000 00
Alonso A. Foster.....	5, 267 77	Alonso A. Foster.....	13, 500 00
John J. Bingham.....	*4, 551 47	John J. Bingham.....	13, 200 00
William Porter & Sons...	†3, 933 65	Baltimore and Cuba Smelt-	
Joseph L. Savage.....	5, 208 05	ing and Mining Co.....	12, 490 00
William A. Wheeler.....	5, 565 10	Clark & Pearson.....	14, 500 00
Wheeler & Browning.....	6, 432 25	Joseph L. Savage.....	‡12, 450 00
Class No. 11, engineers' tools:		William A. Wheeler.....	12, 450 00
Alonso A. Foster.....	4, 727 00	Wheeler & Browning....	14, 000 00
Joseph L. Savage.....	*3, 779 25	Class No. 19, tin, lead, zinc, &c:	
William A. Wheeler.....	4, 525 25	David Babcock.....	2, 174 00
Wheeler & Browning.....	4, 549 75	Alonso A. Foster.....	*2, 020 50
Class No. 12, engineers' instruments:		John J. Bingham.....	2, 268 00
American Steam Gauge Co.	*2, 732 40	William Porter & Sons...	2, 439 00
John J. Bingham.....	3, 892 00	Joseph L. Savage.....	2, 110 00
William Porter & Sons...	9, 336 00	William A. Wheeler.....	2, 244 00
Joseph L. Savage.....	3, 297 75	Wheeler & Browning....	2, 342 00
William A. Wheeler.....	4, 299 50	Class No. 20, white lead:	
Wheeler & Browning.....	4, 397 00	David Babcock.....	1, 475 00
Class No. 13, machinery:		Alonso A. Foster.....	*1, 350 00
Pratt, Whitney & Co.....	†————		
G. & C. Place.....	*1, 745 00		

* Accepted.

† Informal; bid for part of class only.

‡ Informal.

§ No award of class.

‖ Awarded by lot.

John J. Bingham.....	\$1,571 00	Class No. 28, mahogany and white holly:	
Clark & Pearson.....	1,600 00	Joseph W. Duryee	*\$195 00
William Porter & Sons...	1,600 00	Watson & Pittinger.....	310 00
Joseph L. Savage.....	1,475 00	William A. Wheeler.....	400 00
William A. Wheeler.....	1,450 00		
Wheeler & Browning.....	1,600 00		
Class No. 21, zinc paint:		Class No. 29, lanterns, &c.:	
David Babcock.....	855 00	Alonzo A. Foster	562 50
Alonzo A. Foster.....	*720 00	William Porter & Sons...	135 00
John J. Bingham.....	810 00	Joseph L. Savage.....	135 00
Clark & Pearson.....	780 00	William A. Wheeler.....	*115 00
William Porter & Sons...	900 00	Wheeler & Browning....	200 00
Joseph L. Savage.....	780 00		
William A. Wheeler.....	750 00	Class No. 31, hydraulic jacks, &c.:	
Wheeler & Browning.....	840 00	Alonzo A. Foster.....	1,570 00
Class No. 22, colored paints, dryers, &c.:		John J. Bingham.....	*1,510 00
David Babcock.....	*1,833 64	Joseph L. Savage.....	1,806 00
Alonzo A. Foster.....	1,865 50	William A. Wheeler.....	1,528 00
John J. Bingham.....	2,104 25	Wheeler & Browning....	3,480 00
Clark & Pearson.....	2,867 40		
Joseph L. Savage.....	2,106 25	Class No. 32, sour flour, crucibles, &c.:	
William A. Wheeler.....	1,888 75	David Babcock.....	258 00
Wheeler & Browning....	2,581 00	Alonzo A. Foster.....	220 00
Class No. 23, stationery:		John J. Bingham.....	*137 60
W. C. Rogers & Co.....	*2,037 95	William Porter & Sons...	324 00
Cutter, Tower & Co.....	2,300 70	Joseph L. Savage.....	209 00
William H. Arthur & Co..	2,603 30	William A. Wheeler.....	213 00
Blanchard & Mohun.....	2,421 90	Wheeler & Browning....	356 00
William A. Wheeler.....	2,528 75	Class No. 34, cotton and hemp packing, &c.:	
Class No. 24, firewood:		David Babcock.....	660 00
John J. Bingham.....	3,296 00	Alonzo A. Foster.....	690 00
Watson & Pittinger.....	2,780 00	John J. Bingham.....	*587 00
Clark & Pearson.....	3,200 00	Joseph L. Savage.....	670 00
William A. Wheeler.....	3,196 00	William A. Wheeler.....	747 50
Wheeler & Browning....	*2,600 00	Wheeler & Browning....	700 00
Class No. 25, hickory and ash plank, and butts:		Class No. 35, anthracite coal:	
Watson & Pittinger.....	900 00	Albert R. Bass.....	13,805 00
S. P. Brown & Son.....	*650 00	Tyler & Co.....	14,266 25
William A. Wheeler.....	750 00	Lewis W. Hiel.....	15,433 75
Class No. 26, white pine:		S. P. Brown & Son.....	14,342 75
Joseph W. Duryee.....	*2,354 00	John B. Turton.....	14,068 75
Evans & Teemyer.....	3,240 00	William A. Wheeler.....	*13,656 75
Watson & Pittinger.....	3,645 00	Class No. 36, bituminous coal:	
S. P. Brown & Son.....	2,969 00	Lewis W. Hiel.....	16,200 00
William A. Wheeler.....	3,895 00	William H. James.....	14,145 00
Class No. 27, black walnut, cherry, &c.:		S. P. Brown & Son.....	*13,110 00
Joseph W. Duryee.....	*552 00	John B. Turton.....	13,140 00
Watson & Pittinger.....	1,200 00	William A. Wheeler.....	14,910 00
S. P. Brown & Son.....	1,070 00	Class No. 37, sand, lime, &c.:	
William A. Wheeler.....	1,600 00	David Babcock.....	1,842 50
		S. P. Brown & Son.....	*720 00
		William A. Wheeler.....	1,412 50

* Accepted.

Class No. 38, brick:

David Babcock.....	\$1,500 00
Watson & Pittinger.....	400 00
S. P. Brown & Son.....	*240 00
William A. Wheeler.....	650 00

Class No. 39, files:

Alonzo A. Foster.....	3,810 41
John J. Bingham.....	3,984 19
Clark & Pearson.....	6,187 50
Joseph L. Savage.....	*3,798 70
William A. Wheeler.....	4,138 36
Wheeler & Browning....	5,659 00

Class No. 40, charcoal:

Alonzo A. Foster.....	\$580 00
Watson & Pittinger.....	400 00
P. W. Dorsey.....	260 00
Clark & Pearson.....	320 00
William Porter & Sons...	800 00
William A. Wheeler.....	540 00
Wheeler & Browning....	*250 00

Class No. 41, iron tubes:

Flagler & Brothers.....	†
Alonzo A. Foster.....	5,000 00
John J. Bingham.....	3,394 00
Joseph L. Savage.....	4,200 00
William A. Wheeler.....	*3,150 00
Wheeler & Browning....	11,000 00

Schedule of proposals for materials for the navy yard at Norfolk, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 5, sperm oil:

James M. Shaw.....	\$2,184 00
David Babcock.....	2,240 00
Judd Sperm Oil Co.....	1,987 52
Alonzo A. Foster.....	2,200 00
William H. James.....	1,984 00
Manhattan Oil Co.....	1,976 00
Southard, Herbert & Co..	1,992 00
Joseph L. Savage.....	*1,912 00
William A. Wheeler.....	2,096 00
Wheeler & Browning....	2,400 00

Class No. 8, leather belting,
hose, &c.:

Hoyt Brothers.....	2,308 00
C. M. Clapp & Co.....	2,314 00
Josiah Gates & Son.....	*2,139 00
James R. Pugh.....	2,520 00
John J. Bingham.....	2,233 00
Taylor, Martin & Co....	2,312 00
William Porter & Sons...	2,876 00
Joseph L. Savage.....	2,229 00
William A. Wheeler.....	2,190 00
Wheeler & Browning....	2,370 00

Class No. 10, engineers' stores:

Alonzo A. Foster.....	*932 53
John J. Bingham.....	1,024 69
William Porter & Sons...	1,024 22
William A. Wheeler.....	1,027 07
Wheeler & Browning....	1,241 60

Class No. 11, engineers' tools:

Alonzo A. Foster.....	681 63
Taylor, Martin & Co.....	633 05
Joseph L. Savage.....	*563 15
William A. Wheeler.....	706 82
Wheeler & Browning....	720 75

* Accepted.

Class No. 16, steel:

David Babcock.....	\$673 00
Park, Brother & Co.....	552 37
Alonzo A. Foster.....	567 75
John J. Bingham.....	611 00
Taylor, Martin & Co.....	592 00
Joseph L. Savage.....	572 00
William A. Wheeler.....	579 50
Wheeler & Browning....	*549 00

Class No. 17, iron, nails, bolts,
nuts, &c.:

Alonzo A. Foster.....	1,441 73
John J. Bingham.....	1,353 81
Taylor, Martin & Co.....	1,706 07
Joseph L. Savage.....	*1,335 05
William A. Wheeler.....	1,484 04
Wheeler & Browning....	1,704 87

Class No. 18, copper:

Alonzo A. Foster.....	205 50
John J. Bingham.....	205 50
Taylor, Martin & Co.....	*191 50
William Porter & Sons...	206 50
Joseph L. Savage.....	210 00
William A. Wheeler.....	262 50
Wheeler & Browning....	245 00

Class No. 19 tin, lead, zinc, &c.:

David Babcock.....	120 00
Alonzo A. Foster.....	114 00
John J. Bingham.....	*103 40
Taylor, Martin & Co.....	150 00
William Porter & Sons...	129 00
Joseph L. Savage.....	114 00
William A. Wheeler.....	150 00
Wheeler & Browning....	108 00

† Informal.

Class No. 22, colored paints,
dryers, &c.:

David Babcock.....	*\$20 00
Bagwell & White.....	42 00
Alonzo A. Foster	27 75
John J. Bingham.....	28 25
Clark & Pearson	23 50
William Porter & Sons...	38 50
Joseph L. Savage.....	33 50
William A. Wheeler.....	32 00
Wheeler & Browning....	55 00

Class No. 23, stationery:

W. C. Rodgers & Co	*246 70
Cutter, Tower & Co	395 20
William H. Arthur & Co...	462 90
William A. Wheeler.....	446 50

Class No. 24, firewood:

R. G. & William Neely ..	†375 00
David Babcock.....	750 00
John J. Bingham.....	375 00
Watson & Pittinger.....	431 25
Clark & Pearson	637 50
William Porter & Sons...	412 50
William A. Wheeler.....	562 50

Class No. 26, white pine:

Joseph W. Duryee.....	*1,100 00
R. J. & William Neely...	1,225 00
David Babcock.....	1,615 00
Evans & Teemyer.....	1,175 00
Watson & Pittinger.....	1,175 00
S. P. Brown & Son.....	1,299 00
William Porter & Sons...	1,572 50
William A. Wheeler.....	1,666 00

Class No. 27, black walnut,
cherry, &c.:

Joseph W. Duryee.....	*120 00
R. J. & William Neely ..	150 00
Evans & Teemyer	135 00
Watson & Pittinger.....	225 00
S. P. Brown & Son.....	172 00
William Porter & Sons...	450 00
William A. Wheeler.....	180 00

Class No. 32, sour flour, cruci-
bles, &c.:

David Babcock.....	728 00
Alonzo A. Foster	*367 50

* Accepted.

John J. Bingham.....	\$489 50
Taylor, Martin & Co.....	700 00
William Porter & Sons...	643 75
Joseph L. Savage.....	591 00
William A. Wheeler.....	486 25

Class No. 35, anthracite coal:

Albert R. Bass	1,280 00
R. J. & William Neely...	1,390 00
Tyler & Co	*1,180 00
Lewis W. Heil	1,256 00
S. P. Brown & Son.....	1,228 00
John B. Turton.....	1,520 00
William Porter & Sons...	1,650 00
William A. Wheeler.....	1,354 00

Class No. 36, bituminous coal:

R. J. & William Neely...	6,740 00
Lewis W. Heil	5,960 00
William H. James	5,935 00
S. P. Brown & Son.....	*5,840 00
John B. Turton.....	5,900 00
William Porter & Sons...	7,500 00
William A. Wheeler.....	6,170 00

Class No. 37, sand, lime, &c.:

R. J. & William Neely...	1,200 00
David Babcock.....	1,300 00
William H. James	*900 00
William Porter & Sons...	1,200 00
William A. Wheeler.....	1,600 00

Class No. 39, files:

Alonzo A. Foster	2,258 60
John J. Bingham.....	2,396 35
Taylor, Martin & Co.....	2,400 23
Clark & Pearson	3,642 20
Joseph L. Savage.....	*2,229 83
William A. Wheeler.....	2,476 55
Wheeler & Browning....	3,388 50

Class No. 40, charcoal:

Taylor, Martin & Co.....	750 00
Bagwell & White.....	562 50
Alonzo A. Foster	450 00
Watson & Pittinger.....	525 00
S. P. Brown & Son	235 00
Clark & Pearson	450 00
William Porter & Sons...	525 00
William A. Wheeler.....	420 00
Wheeler & Browning....	*180 00

† Awarded by lot.

Opened July 10 and 11, 1867, in presence of—

B. F. ISHERWOOD, *Chief of Bureau.*
 WILLIAM H. ALLYN, *Chief Clerk.*
 WILLIAM H. H. SMITH, *Clerk.*

BUREAU OF PROVISIONS AND CLOTHING.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,*October 23, 1867.*

SIR: In compliance with your instructions, I have the honor to submit estimates and statements, marked A to H inclusive. During the last year the operations of the bureau have been conducted with the greatest economy consistent with the efficient management of its concerns.

The large stock of stores on hand at the close of the war has been reduced to a standard sufficient only to meet the current wants of the service, and the final accounts of the great number of naval pay-officers who were temporarily employed have been settled. In accomplishing these results the bureau has been ably and zealously seconded by its own clerks, by the paymasters and inspectors of provision and clothing at the various stations, and by the clerks of those officers.

PAYMASTERS' CLERKS.

In this connection I beg leave respectfully to call your attention to the compensation of clerks to paymasters and inspectors at navy yards and stations. Their pay is manifestly too small for the laborious and responsible duties performed by them; and this is made the more striking by the fact that other clerks and writers at the same naval stations—with duties not more arduous nor responsible—receive much higher pay. Thus, at the Kittery, Gosport, and Pensacola yards, the clerks of paymasters and inspectors receive but \$1,000 per annum, while at the same yards the pay of first clerks to commandants and of first clerks to storekeepers is \$1,500.

Even the mustering clerks, the second clerks to commandants, and the clerks to constructing engineers receive \$1,200 each. At the largest yards the highest pay given to a paymaster's or inspector's clerk is \$1,200 per annum.

I earnestly recommend that the pay of clerks to paymasters at yards, and inspectors in charge of provisions, &c., be made equal to that allowed by law to first clerks to commandants and to clerks to storekeepers at the different yards.

RANK.

There appears to be a marked difference between the line officers of the army and navy in one point very essential to harmony in a military organization.

In the army there is no unwillingness on the part of the line to allow fair relative rank to staff officers, whilst in the navy there seems to be a traditional dread of granting any but the lower grades of rank to the staff.

In the navy, as heretofore, there exists the dissension which must always prevail so long as this illiberal spirit continues to show itself, and in the opinion of the staff, as well as in that of a few of the more liberal and leading spirits of the line, there will be no improvement in this regard until the well-tryed army system shall be accepted in the navy.

CLOTHING.

As neat uniform clothing is requisite in the naval service, it is desirable to supply the sailors with it as cheaply as practicable, especially as their pay is much less than they would receive in the mercantile marine, where the absence of regulation enables them to clothe themselves at much less expense.

In the English and French navies, and in our own army, it is the custom to purchase the materials and make up a portion of the clothing used. In my opinion this practice might be gradually introduced into the naval service with much advantage.

No additional buildings would be required to test the benefits of this plan, as it could be carried out on a sufficiently large scale in rooms at navy yards which could be spared from other purposes; and the small expenditure for preparations could be made from the unexpended appropriation for clothing. The simplest comfortable outfit for a sailor's clothing and bedding costs him not less than \$85, which, with his cash advance, brings him heavily in debt and induces frequent desertions.

I would recommend that the usual advance of money now made to sailors on shipping be materially decreased, and that a portion, at least, of the first outfit required be supplied without charge.

COOPERAGE AT CHARLESTOWN.

A cooper's shop at the Charlestown navy yard is much needed.

The coopering at that yard is now carried on in the building where the valuable stores of provisions and clothing are inspected and kept. Aside from the inconvenience incident to the relinquishment of the room thus used, the stores are greatly endangered, and it is very desirable that a separate building be provided for a cooperage.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE, *Chief of Bureau.*

HON. GIDEON WELLES,
Secretary of the Navy.

Schedule of the papers accompanying the report of the chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated October 23, 1867.

- A.—Estimate of the expenses of the bureau.
- B.—Estimate of the bureau for provisions.
- C.—Estimate of the bureau for contingent.
- D.—Estimate of the bureau for the pay of officers and others at navy yards and shore stations.
- E.—Schedule of proposals received for clothing.
- F.—Schedule of proposals received for navy supplies.
- G.—Schedule of proposals received for fresh beef and vegetables.
- H.—Statement of contracts made by the bureau.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1869.

For the salary of one chief clerk.....	\$1,800 00
For the salary of one clerk of class four.....	1,800 00
For the salaries of three clerks of class three.....	4,800 00
For the salaries of six clerks of class two.....	8,400 00
For the salaries of three clerks of class one.....	3,600 00
For the salary of one messenger.....	1,000 00
For the salary of one laborer, (per act of Congress of July 23, 1866).....	720 00
	<hr/>
	22,120 00

CONTINGENT.

For blank books, stationery, and miscellaneous items.....	1,500 00
	<hr/>
	23,620 00
	<hr/>
Appropriated for the fiscal year ending June 30, 1868.....	\$23,620 00
Asked to be appropriated for the fiscal year ending June 30, 1869.....	23,620 00
	<hr/>

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing, for that portion of the naval service coming under its cognizance, for the fiscal year ending June 30, 1869.

For provisions and expenses connected therewith, for commutation of rations, and water for ships \$3,200,000 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

C.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1869.

To meet the demands upon the bureau for freight and transportation of stores; for candles; for fuel; for interior alterations and fixtures in inspection buildings; for tools and repairing same at eight inspections; for special watchmen in same; for books and blanks, stationery; for furniture and repairs of same in offices of paymasters and inspectors; for telegrams and postage, tolls, car hire, and ferrriage; for ice; and for incidental labor not chargeable to other appropriations..... \$200,000 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.

Estimate of the pay of officers and others under the cognizance of the Bureau of Provisions and Clothing, at navy yards and stations, for the fiscal year ending June 30, 1869.

KITTERY.

NAVAL.

For clerk to paymaster. (act of May 26, 1864) \$1,000 00
For amount submitted as increase of salary of clerk 500 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864) 1,000 00
For amount submitted as increase of salary of clerk 500 00
For receiver of provisions, clothing, and small stores 939 00

3,939 00

CHARLESTOWN.

NAVAL.

For clerk to paymaster, (act of May 26, 1864) \$1,200 00
For amount submitted as increase of salary of clerk 300 00
For two writers at three dollars per day 1,878 00
For one writer 750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864) 1,200 00
For amount submitted as increase of salary of clerk 300 00
For one receiver of provisions 939 00
For one receiver of clothing and small stores 939 00
For one assistant receiver of provisions 582 50
For one assistant receiver of clothing and small stores 582 50
For one writer 939 00

9,610 00

BROOKLYN.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,200 00
For amount submitted as increase of salary of clerk	300 00
For two writers, at \$939 each	1 878 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,200 00
For amount submitted as increase of salary of clerk	300 00
For one assistant inspector	1,252 00
For three writers, at \$939 each	2,817 00
For one assistant superintendent of mills	939 00
	<hr/> 10,636 00 <hr/>

PHILADELPHIA.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,200 00
For amount submitted as increase of salary of clerk	300 00
For one writer	939 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,200 00
For amount submitted as increase of salary of clerk	500 00
For paymaster's assistant at Naval Asylum	1,000 00
For one writer	939 00
	<hr/> 6,628 00 <hr/>

WASHINGTON.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,200 00
For amount submitted as increase of salary of clerk	300 00
For two writers, at \$939 each	1,878 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,000 00
For amount submitted as increase of salary of clerk	500 00
	<hr/> 5,628 00 <hr/>

GOSPORT.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,000 00
For amount submitted as increase of salary of clerk	500 00
For one writer	939 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,000 00
For amount submitted as increase of salary of clerk	500 00
For one writer	939 00
	<hr/> 5,628 00 <hr/>

PENSACOLA.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,000 00
For amount submitted as increase of salary of clerk	500 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,000 00
For amount submitted as increase of salary of clerk.....	500 00
	<u>3,750 00</u>

MARE ISLAND.

NAVAL.

For clerk to paymaster and inspector of provisions and clothing, (act of July 14, 1862)	\$1,500 00
For one writer	750 00

CIVIL.

For one writer	1,095 50
	<u>3,345 50</u>

MOUND CITY.

NAVAL.

For clerk to paymaster, (act of May 26, 1864).....	\$1,000 00
For amount submitted as increase of salary of clerk.....	500 00

CIVIL.

For one writer.....	939 00
	<u>2,439 00</u>

RECAPITULATION.

Kittery	\$3,939 00
Charlestown	9,610 00
Brooklyn	10,636 00
Philadelphia	6,628 00
Washington	5,628 00
Gosport	5,628 00
Pensacola	3,750 00
Mare Island	3,345 50
Mound City.....	2,439 00
Total	<u>51,603 50</u>

H. BRIDGE, *Chief of Bureau.*NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

E.

Schedule of proposals for clothing and clothing materials received under advertisement dated April 11, 1867.

Name.	Residence.	7,500 pairs blue satinet trousers.
Charles Barnum.....	New York.....	\$3 16
William Mathews.....	do.....	* 2 72½
N. Kingsbury	Hartford, Connecticut.....	2 95

* Contract awarded.

Statement E.—Continued.

Schedule of proposals for clothing and clothing materials received under advertisement dated June 17, 1867.

Name.	Residence.	10,000 pairs blue satinet trousers.	10,000 blue flannel over- shirts.
William Mathews.....	New York	* \$2 77	* \$2 55
A. H. Willmont.....	do	3 78	2 96
Abraham Thorp.....	South Weare, N. H	3 93	

* Contract awarded.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

F.—Schedule of proposals for navy supplies received under the advertisement of the Bureau of Provisions and Clothing dated January 12, 1867; one-third of the quantities to be delivered at Boston and two-thirds at New York; bids received for one-fourth, one-half, three-fourths, or the whole of the quantities named.

Name.	Residence.	3,000 barrels beef, per barrel.		6,000 barrels pork, per barrel.		100,000 pounds rice, per pound.		100,000 pounds dried apples, per pound.		900,000 pounds sugar, per pound.	
		Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.
Stephen H. Provost	New York										
Henry Adams	do										
W. R. Griffith & McElhiney	Baltimore										
Farrington, Tozier & Hall	Boston					*. 11½	*. 11½	*. 086	*. 086		
Baldwin, Rotume & Co.	do	*\$29 97		*\$22 85		.0875	.0875				
George Adams	do					*. 0874	*. 0874	.164	.164	.1399	.1399
do	do							.1335		.1424	.1424
James W. Roberts	do										
N. Kingsley & Son	do										
D. Pulifer & Payson	do			24 47							
W. C. Bartlett	do										
James M. Shaw	do	23 69	\$23 59	24 90	24 40	.09	.09	.139	.139	.089	.089
William Macomber	do										
Amos Haynes	do										
Worcester, Dupes & Co	do	24 65	24 65	24 80	24 80						
Reeve, Case & Co	do										
Brinkerhoff & Mills	New York										
Charles H. Stone	do							.149	.149		
Chandler & Robinson	Boston							.134	.134		
Hiram Slocum	do										
do	New York	25 93	25 93	23 43	23 43						
George W. Hayward	do	25 43	25 43	22 97	23 97			.134	.134	.14	.14
Bruges, Oeberhausen & Co.	Buffalo										
A. W. Fox	do										
Cragin & Co.	Buffalo										
Jacob T. Alburger	New York	24 87	24 47	25 87	25 47						
D. Wymphremer & Co.	Philadelphia			24 25	24 25						
Ezra Wheeler & Co.	Burlington, N. J.										
Henry Swift & Co.	New York										
do	do										
Allyn & McDonald	do										
Munsen, Carroll & Co.	do										
Dimond & Laidley	Baltimore					.122	.122	.193	.193		
C. H. & G. S. Sall	New York									.1409	.1409
Ives, Beecher & Co.	do			22 04	22 39	.114	.114	.134	.124		

* Bid accepted for 1,000 barrels.

* Bid accepted.

F.—Schedule of proposals for navy supplies—Continued.

Name.	Residence.	40,000 pounds tea, per pound.		100,000 pounds coffee, per pound.		5,000 bushels beans, per bushel.		20,000 gallons molasses, per gallon.		20,000 gallons vinegar, per gallon.	
		Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.
Stephen H. Provost	New York									.324	.30
Henry Adams	do.									.88	.38
W. R. Griffith & McElhinney	Baltimore			.184	.184			.65			
Farrington, Tozier & Hall	Boston	.57									
Baldwin, Botume & Co.	do.			.1869	.1869					.264	.264
George Adams	do.	.71	.71			\$3.99	\$3.99				
Do.	do.	.76	.76			4.19	4.19	*.59	*.59		
James W. Roberts	do.					3.59	3.59			.34	.324
N. Kingsley & Son.	do.										
D. Pulsifer & Payson.	do.										
W. C. Bartlett.	do.										
James M. Shaw	do.	.59	.59	.204	.204	3.69	3.69	.97	.97	*.23	*.23
William Macomber	do.										
Amos Hayes	do.									.299	.249
Worcester, Dupree & Co.	do.									.25	
Reeve, Case & Co.	New York	.55	.55	.194	.194						
Brinkerhoff & Mills.	do.	.914	.914								
Charles H. Stone	Boston					3.85	3.85				
Chandler & Robinson.	do.					3.65	3.65				
Hiram Slocum	New York										
Do.	do.										
George W. Hayward	Buffalo										
Briggs, Osbornhausen & Co.	New York										
A. W. Fox	Buffalo									.374	.374
Cragin & Co.	New York										
Jacob T. Alburger	Philadelphia										
D. Weynphelm & Co.	Burlington, N. J.										.45
Earn Wheeler & Co.	New York	.92	.92								
Henry Swift & Co.	do.	.51	.51	*.1768	*.1768	3.43	3.43				
Allan McDonald	do.										
Musson Carroll & Co.	Baltimore			.1823	.17675			.91	.68	.2492	.2492
Dimond & Lally	New York	*.50875	*.49875			*3.34	*3.34			.35	.35
C. H. & G. S. Small	do.										
Ives, Beecher & Co.	do.	.57	.57								

* Bid accepted.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

G.

Schedule of proposals for fresh beef and vegetables received by the Bureau of Provisions and Clothing during the fiscal year ending June 30, 1867.

Name.	Date of advertisement.	Where to be delivered.	Beef.	Vegetables.
	1866.		<i>Per pound.</i>	<i>Per pound.</i>
Wm. Jones.....	July 13	Pensacola, Fla .....	.16	.11
Philip Bennett.....	July 13	.....do.....	.15	.10
Quayle & Salter.....	July 13	.....do.....	.14 $\frac{1}{2}$	.05
Wm. Y. Bell*.....	July 13	.....do.....	.13	.04
L. & J. Hauley*.....	July 16	New York.....	.139	.034
Peter Dunn.....	July 16	.....do.....	.1495	.042
Bradford & Garey.....	Oct. 10	Boston.....	.14 $\frac{1}{2}$	.03
C. & J. Flanders*.....	Oct. 10	.....do.....	.14	.03
S. S. Borae*.....	Dec. 18	Philadelphia.....	.07 $\frac{2}{10}$	.026
A. R. Paul.....	Dec. 18	.....do.....	.08 $\frac{1}{10}$	.03
	1867.			
Kimberly Bros.*.....	Jan. 7	Norfolk, Va .....	.12	.03
Nathan Baum.....	Jan. 7	.....do.....	.13	.05
J. T. Varnell*.....	Feb. 14	Washington.....	.0995	.025
J. H. Snyder.....	Feb. 14	.....do.....	.105	.025
Wm. Y. Bell*.....	April 20	Pensacola, Fla .....	.14	.03
C. Salter.....	April 20	.....do.....	.12	.05
Victor Esclapon.....	April 20	.....do.....	.14	.07 $\frac{1}{2}$
Peter Dunn.....	April 24	New York.....	.15 $\frac{1}{10}$	.04 $\frac{1}{10}$
Cornelius Desmond.....	April 24	.....do.....	.14 $\frac{1}{2}$	.04 $\frac{1}{2}$
L. & J. Hauley*.....	April 24	.....do.....	.14 $\frac{1}{10}$	.03 $\frac{1}{10}$
C. & J. Flanders*.....	May 11	Boston.....	.10 $\frac{1}{2}$	.02
J. B. Severance.....	May 11	.....do.....	.12	.02
Bradford & Garey.....	May 11	.....do.....	.1347	.00 $\frac{2}{100}$
Geo. W. Wells & Son.....	May 11	.....do.....	.13 $\frac{1}{2}$	.02
F. H. Turner.....	May 11	.....do.....	.14	.02 $\frac{1}{2}$

* Bid accepted.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

H.—Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, during the fiscal year ending June 30, 1867.

Name.	Date.	Articles contracted for.	Price.	Where to be delivered.
Brackett & Keyes	July 2, 1866	50,000 lbs. fresh beef	\$0 06	San Francisco.
Do.	July 2, 1866	50,000 lbs. fresh vegetables	2	Do.
Joseph Holmes & Son.	July 5, 1866	40,000 lbs. fresh beef	13	Portsmouth, N. H.
Do.	July 5, 1866	40,000 lbs. fresh vegetables	2	Do.
B. Y. Pippet	July 30, 1866	200,000 yards blue flannel	78 75	New York.
Hall, Southwick & Co.	July 30, 1866	15,000 pairs calf-kn shoes	2 37	Do.
L. & J. Hanley	July 31, 1866	200,000 lbs. fresh beef	13 9	Do.
Do.	July 31, 1866	200,000 lbs. fresh vegetables	3 4	Do.
J. N. Blake	Aug. 1, 1866	20,000 blankets	3 24	Do.
Wm. Y. Bell	Aug. 17, 1866	20,000 lbs. fresh beef	13	Pensacola, Fla.
Do.	Aug. 17, 1866	20,000 lbs. fresh vegetables	4	Do.
C. & J. Flanders	Oct. 30, 1866	100,000 lbs. fresh beef	14	Boston.
Do.	Oct. 30, 1866	100,000 lbs. fresh vegetables	3	Do.
L. S. Borsef	Jan. 8, 1867	100,000 lbs. fresh beef	7 9	Philadelphia.
Do.	Jan. 8, 1867	100,000 lbs. fresh vegetables	2 6	Do.
Kimberly Brothers	Jan. 28, 1867	50,000 lbs. fresh beef	12	Norfolk, Va.
Do.	Jan. 28, 1867	50,000 lbs. fresh vegetables	3	Do.
James M. Shaw	Feb. 18, 1867	25,000 bbls. beef	23 59	New York.
W. R. Griffith & McElhiney	Feb. 18, 1867	25,000 lbs. dried apples	10 5	New York and Boston.
Do.	Feb. 18, 1867	25,000 lbs. dried apples	11 5	Do.
Do.	Feb. 18, 1867	50,000 lbs. dried apples	12	Do.
C. H. & G. S. Small	Feb. 19, 1867	4,000 barrels pork	23 39	New York.
Do.	Feb. 19, 1867	5,000 bushels beans	3 34	New York and Boston.
George Adams	Feb. 20, 1867	100,000 lbs. rice	6 74	Do.
Do.	Feb. 20, 1867	20,000 gallons molasses	59	Do.
Baldwin, Botume & Co.	Feb. 21, 1867	1,000 barrels beef	23 97	Boston.
Do.	Feb. 21, 1867	2,000 barrels pork	23 85	Do.
Henry Swift & Co.	Feb. 21, 1867	100,000 lbs. coffee	17 68	New York and Boston.
W. C. Bartlett	Feb. 21, 1867	20,000 gallons vinegar	23	Do.
Cragin & Co.	Feb. 26, 1867	1,000 barrels beef	24 47	New York.
Dymond & Lalley	Feb. 26, 1867	26,657 lbs. tea	49 875	Boston.
Do.	Feb. 26, 1867	13,353 lbs. tea	50 875	Do.
J. T. Varnell	Feb. 26, 1867	25,000 lbs. fresh beef	9 95	Washington.
Do.	Feb. 26, 1867	25,000 lbs. fresh vegetables	2 5	Do.
Farringtons, Tozler & Hall	Mar. 4, 1867	200,000 lbs. sugar	8 6	New York and Boston.
L. & J. Hanley	May 7, 1867	200,000 lbs. fresh beef	14 2	New York.
Do.	May 7, 1867	200,000 lbs. fresh vegetables	3 9	Do.
William Matthews	May 17, 1867	7,500 pairs blue sailnot trousers	2 72 5	Do.
William Y. Bell	May 22, 1867	20,000 lbs. fresh beef	14	Pensacola, Fla.
Do.	May 22, 1867	20,000 lbs. fresh vegetables	3	Do.
C. & J. Flanders	June 10, 1867	50,000 lbs. fresh beef	10 25	Boston.
Do.	June 10, 1867	50,000 lbs. fresh vegetables	9	Do.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT, BUREAU OF MEDICINE AND SURGERY,

October 25, 1867.

SIR: In compliance with your instructions of the 15th August last, I have the honor to submit herewith estimates of the amount required for the Bureau of Medicine and Surgery for the fiscal year ending June 30, 1869.

The unexpended balances of the appropriations for "surgeons' necessities and appliances," and for "contingent," are deemed sufficient for the probable wants of the navy for the period named; no additional appropriations under these heads are therefore necessary.

I submit tabular statements of sick, &c., compiled from the reports of sick from the different naval stations within the United States, and from vessels on home and foreign stations, for the year ending December 31, 1866.

I also append interesting tables, showing the number of sick of each squadron engaged on the blockade during the war, together with the total of each disease treated, number of deaths on the blockade during the rebellion, proportion of deaths to number of cases treated, proportion of deaths to number of ship's company, and proportion of sick to number of ship's company.

Statement of sick, compiled from reports of sick from the naval stations in the United States, and from vessels in commission on home and foreign stations, for the year ending December 31, 1866.

Hospitals.	Remaining sick December 31, 1865.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick December 31, 1866.	Percentage of deaths to whole number of cases treated.
Chelsea	37	298	265	4	325	56	
New York	156	572	529	45	728	154	
Philadelphia	64	196	222	19	260	19	
Annapolis		596	547		596	49	
Washington	23	115	94	5	134	39	
Norfolk	37	158	166	2	195	27	
Port Royal		3	3		3		
Pensacola	83	297	323	14	380	43	
Total	400	2,225	2,149	89	2,625	387	.0339

Statement of sick, &c.—Continued.

Receiving ships.	Average No. on board during the year 1866.	Remaining sick December 31, 1865.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick December 31, 1866.	Percentage of deaths to whole number of cases treated.
Portsmouth, N. H.	126	5	166	167	.....	171	4	
Boston	384	7	392	382	1	399	16	
New York	781	14	671	663	6	685	16	
Philadelphia	390	11	192	193	4	203	6	
Baltimore	94	1	177	169	2	178	7	
Norfolk . . . . .	.....	5	216	214	.....	221	7	
Pensacola	203	.....	262	258	1	262	3	
Mound City, Ill.	35	7	119	114	2	126	10	
Mare Island, Cal.	72	.....	48	46	1	48	1	
Total	2, 085	50	2, 243	2, 206	17	2, 293	70	. 007

Statement of sick, &c.—Continued.

Navy yards, &c.	Remaining sick Dec. 31, 1865.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick Dec. 31, 1866.	Percentage of deaths to the whole number of cases treated.
Portsmouth, N. H.	10	416	410	.....	426	16	
Boston	2	328	322	2	330	6	
New York	9	408	405	1	417	11	
Philadelphia	4	234	232	1	238	5	
Washington	25	1, 013	1, 016	9	1, 038	13	
Norfolk	1	268	260	1	269	8	
Mound City, Ill.	9	252	260	.....	261	1	
Mare Island, Cal.	16	164	153	7	180	20	
Naval Academy	8	999	1, 004	3	1, 007	.....
Naval Observatory	1	59	57	.....	60	3	
Bay Point, S. C. . . . .	.....	125	124	1	125	.....
Pensacola . . . . .	.....	13	13	.....	13	.....
Total	85	4, 279	4, 256	25	4, 364	83	. 0057

Summary of vessels in commission at sea, 1866.

Average number on board during the year 1866.....	15,108
Remaining sick December 31, 1865.....	318
Admitted in 1866.....	15,603
Discharged in 1866.....	15,343
Died in 1866.....	179
Total treated in 1866.....	15,921
Remaining sick December 31, 1866.....	399
Proportion of cases to number of persons on board.....	1.062
Proportion of deaths to number of persons on board.....	0.011
Percentage of deaths to number of cases treated.....	0.01

RECAPITULATION.

	Aggregate number of officers and men on board vessels in 1866.	Remaining sick December 31, 1865.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick December 31, 1866.	Proportion of cases to number of persons on board.	Proportion of deaths to whole number of persons on board vessels.	Percentage of deaths to whole number of persons treated.
Hospitals		400	2,225	2,149	89	2,695	387			.0339
Navy yards, &c.....		85	4,279	4,256	25	4,364	83			.0057
Receiving ships.....	2,085	50	2,243	2,206	17	2,298	70	1.05	.008	.007
Vessels in commission at sea.....	15,108	318	15,603	15,343	179	15,921	399	1.06	.012	.011
Total.....	17,193	853	24,350	23,954	310	25,203	939	1.46	.018	.012

At the close of the year 1865 there remained under treatment 853 cases; during the year 1866 there occurred 24,350 cases of disease, injury, &c., making a total of 25,203 cases treated during the year, of which number 310 died; 23,954 were returned to duty or discharged the service, leaving 939 cases under treatment at the end of the year 1866.

The average strength of the navy, (officers, seamen, marines, engineer service and coast survey included,) for the year 1866, as nearly as can be ascertained, was about 17,193.

The proportion of cases admitted to the whole number of persons in the service was about 1.46, or each person was on the sick-list 1 $\frac{46}{100}$ times during the year. The proportion of deaths to the whole number in the service was .018, and the percentage of deaths to whole number of cases is .012, or less than two per cent.

The total number of deaths from all causes reported at the Navy Department from October 1, 1866, to September 30, 1867, is 395.

Summary of prevalent forms of disease on foreign and home service for the year ending December 31, 1866.

Squadron.	Aggregate number of men.	Febrile disease.		Diseases of digestive system.		Diseases of respiratory system.		Diseases of circulating system.		Diseases of brain & nervous system.		Diseases of cutaneous and cellular system.	
		Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.
North Atlantic.....	2,423	834	24	404	1	242	9	23	.....	101	1	274	.....
Gulf.....	1,352	807	9	338	6	129	5	16	.....	41	.....	116	.....
South Atlantic.....	1,404	113	3	256	6	124	3	17	1	28	.....	159	.....
European.....	1,825	214	15	270	6	130	9	28	1	39	.....	184	.....
North Pacific.....	2,249	311	5	225	2	185	3	13	1	53	.....	227	1
South Pacific.....	1,173	91	1	165	1	82	3	8	.....	46	1	148	.....
Asia.....	1,407	226	5	737	8	284	6	18	.....	71	2	310	.....
Special service.....	1,593	270	3	258	.....	188	4	12	1	42	.....	82	.....
School and practice ships.....	1,433	440	.....	747	1	377	2	14	.....	52	1	140	1
Coast Survey.....	1,139	33	.....	15	.....	5	1	1	.....	2	.....	3	.....
Total.....	15,108	3,339	65	3,415	40	1,746	37	150	7	475	9	1,643	2

Summary of prevalent forms of disease on foreign and home service, &c.—Continued.

[Squadron.	Aggregate number of men.	Diseases of fibrous, osseous, and muscular system.		Diseases of serous and absorbent system.		Diseases of genito-urinary organs.		Malignant diseases.		Diseases of the eye and ear.		Wounds and injuries.		Total.	
		Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.
North Atlantic.....	2,423	167	.....	8	1	164	.....	23	.....	50	.....	256	.....	2,546	36
Gulf.....	1,352	94	.....	.....	.....	97	.....	25	.....	38	.....	207	.....	1,908	23
South Atlantic.....	1,404	143	.....	.....	.....	132	.....	17	.....	32	.....	187	1	1,200	16
European.....	1,825	130	.....	5	.....	219	.....	24	.....	31	.....	271	3	1,545	27
North Pacific.....	2,249	128	.....	8	.....	239	.....	33	.....	45	.....	240	3	1,707	16
South Pacific.....	1,173	63	.....	3	.....	121	.....	14	.....	18	.....	130	3	891	7
Asia.....	1,407	234	.....	9	.....	313	9	44	.....	48	.....	232	3	2,339	28
Special service.....	1,593	91	.....	3	.....	134	.....	24	.....	37	.....	124	.....	1,353	18
School and practice ships.....	1,433	139	.....	1	.....	73	.....	25	1	44	.....	176	1	2,229	7
Coast Survey.....	1,139	8	.....	1	.....	10	.....	3	.....	1	.....	9	.....	91	1
Total.....	15,108	1,301	.....	32	1	1,502	9	229	1	334	.....	1,622	15	15,921	179

The foregoing tabular statements are based upon the reports of sick from all naval stations and vessels during the year.

Reports of 117 vessels, with an aggregate of 15,108 officers and men, are on file in this office for the year 1866.

NAVAL LABORATORY.

The necessity for enlarging the laboratory accommodation continues to press itself upon the attention of the bureau.

In a recent communication upon the subject, the director of the naval laboratory observes: "The space supplied by the laboratory building is quite insufficient for the work required. The store-rooms are so stowed as to render it very difficult to get at the articles. The apparatus is crowded into a space too small for its proper working. The attic is filled with stores, and notwithstanding the large amount and bulk of supplies recently issued, we have on hand more than a thousand cubic feet of stores, which it is impossible to accommodate in the laboratory."

It should be borne in mind that when this establishment was originally organized the navy consisted of some forty (40) vessels, and perhaps about 8,000 men.

An unoccupied building attached to the naval hospital, New York, was found sufficient to accommodate the machinery, apparatus, manufacturing department, store-rooms, dispensing rooms, &c., &c.; but the great increase of the navy since that day makes more ample accommodations absolutely necessary.

It is found well nigh impossible to conduct properly the daily operations of the establishment within the present contracted limits. I have therefore again submitted an estimate for the construction of additional laboratory accommodations.

For current repairs of the establishment and appendages, purchase and repairs of machinery, furniture, &c., &c., there will be required \$2,500.

INSANE OF THE NAVY.

On the 30th September, 1866, there remained under treatment in the government asylum for the insane near this city, 6 officers, 1 marine, 4 seamen, 4 landsmen, and 3 beneficiaries—total.....	18
During the year ending September 30, 1867, there were admitted 1 officer, 1 petty officer, 2 marines, and 2 seamen—total.....	6
Total number under treatment during the year.....	24
The discharges in the course of the year were, by recovery, 1 seaman and 1 landsman.....	2
By death, 1 officer, 1 seaman and 1 beneficiary.....	3
By improvement, 1 officer.....	1
Total.....	6
Leaving in the institution on the 30th September, 1867, 5 officers, 1 petty officer, 3 marines, 4 seamen, 3 landsmen, and 2 beneficiaries—	—
Total.....	18

NAVAL HOSPITAL FUND.

Naval hospitals are supplied exclusively from this fund, which is maintained by a monthly deduction of twenty (20) cents from the pay of officers, seamen and marines, the transfer of the pensions of such persons as commute their

pensions for support in the Naval Asylum, and of the cost price of the rations of sick subeisted in hospitals.

Its condition is represented as follows :

Balance on hand October 1, 1866.....	\$307, 672 26
Transferred to the fund by the Fourth Auditor, in settlement of accounts &c., from October 1, 1866, to October 1, 1867....	177, 867 58
Transferred to the fund on account of supplies from the naval laboratory to vessels and navy yards, from October 1, 1866, to October 1, 1867.....	22, 906 54
	<hr/> 508, 446 38
Deduct amount expended from October 1, 1866, to October 1, 1867.....	110, 719 61
	<hr/> 397, 726 77
Balance on hand October 1, 1867.....	<hr/> <hr/>

NAVAL HOSPITALS.

Portsmouth, N. H.—The sick quarters at this station continue to answer the immediate wants of the navy.

Chelsea, Mass.—During the past year a great deal of labor has been performed in and around this establishment. A substantial fence, about twelve hundred (1,200) feet in length, has been built on the northern side of the grounds. A new gate-house and porter's lodge, with necessary appurtenances, have been completed. A nursery has been laid out, and about three thousand five hundred (3,500) trees and shrubs have been set in. These have been procured from the adjacent country, and are intended to be used for avenues and hedges.

About eighteen (18) tons of hay have been cut from the place.

The crop of potatoes will not be far from one thousand (1,000) bushels, and the crop of the usual garden vegetables has been sufficient to supply the wants of the hospital and to feed the milch cows of the establishment during the winter.

The work of laying out a new cemetery, to take the place of the present inconvenient and unsightly burying ground, has been commenced.

The total number of sick treated during the year was 453; the daily average sick, $48\frac{7}{35}$.

For repairs and improvements of all kinds, including improving and cultivation of hospital farm and grounds; laying out cemetery; painting, glazing, and whitewashing; blacksmiths', plumbers', and masons' work; repairs on steam-heating apparatus and laundry, &c., &c., &c., there will be required \$11,000.

New York.—During the current year the grounds generally, including roads, paths, &c., &c., have been put in proper condition. The field formerly occupied as a gun-ground having been cleared of the stones used for gun-beds, the land was put under cultivation; and since the commencement of the year, from this source and from the kitchen garden, vegetables to the value of over two thousand dollars (\$2,000) have been used in the hospital.

The work of repairing the interior of the hospital, suspended during the war in consequence of the crowded state of the wards, was commenced as soon as the condition of affairs would permit.

All repairs of vital necessity in the first and second stories have already been accomplished. The plastering of the walls and ceilings has been thoroughly scraped and smoothed. On the first story the ceilings were calcimined, and the whole surface of the walls thoroughly painted. In the second story the passages and wards had their walls painted to the height of seven feet, and the rest calcimined with the ceilings.

The furniture has been thoroughly repaired, and one hundred and fifty new

iron bedsteads of improved structure were substituted for those that were old and worn out.

Most of the carpets, matting, and oil-cloths were condemned as utterly unfit for further use, and new ones substituted.

The water fixtures and gas pipes, which had fallen into decay, have been thoroughly repaired.

The boiler supplying the heating apparatus has been repaired, but is deemed by the State inspector unsafe for use after the coming winter.

The roof of the hospital requires complete repairs. The machinery of the laundry and drying room requires thorough overhauling, and many parts now worn should be replaced.

In the basement, the plastering, wood work, and floors are insecure and require repairs.

A great deal of paving requires resetting, and it is feared that the underground gas-pipes are rusted through in many places.

The cemetery will require a wall or strong fence two-thirds of its extent, now completely exposed to trespassers from the streets.

The total number of sick treated during the year 1866 was 1,187; the daily average sick, $167\frac{2}{3}$.

To complete repairs of obvious necessity, including roof, heating and laundry apparatus, plastering, wood work and floors of basement, pavements, painting, glazing, whitewashing, plumbers' work, &c., &c., &c., there will be required \$15,000.

Naval Asylum, Philadelphia.—The work on the new naval hospital, on the Naval Asylum grounds, continues to progress favorably, and there is every prospect of the building being ready for use by the 1st of April next.

The total number of sick treated during the year was 354; the daily average sick, $31\frac{2}{3}$.

For laying out the grounds; building stable, fence, and necessary outhouses; and for current repairs of all kinds, there will be required \$15,000.

Naval Academy, Annapolis, Md.—In my last annual report I had the honor of calling your attention to the insufficient accommodations for the sick at this institution, and stated that although the daily average sick was over fifty, (50,) yet the hospital crowded to its utmost capacity could receive but twelve (12) inmates. I urged that an appropriation be asked, wherewith to purchase a proper site, and erect a hospital for the present and probable future necessities of the institution. In calling your attention to this matter again, I beg to remind you of the urgent appeal made by the recent board of visitors in favor of early congressional action on behalf of the object indicated.

The board of visitors also recommended the employment of two or three practical dentists, to be permanently located at the academy, that the midshipmen who are unable to leave the institution might have their teeth properly cared for, and I cannot too earnestly indorse this recommendation.

Washington, D. C.—This establishment was opened on the 1st October last, and answers all the requirements of the navy on this station.

The total number of sick treated during the year was 181; the daily average sick, $17\frac{2}{3}$.

Norfolk, Va—The following are the principal improvements and repairs that have been carried on at this station since my last report:

The road from the hospital to the bridge leading to Portsmouth has been filled up and graded; galleries have been repaired where rotted; several wards have been partially floored; hanging copper gutters have been put on outer eaves of wings of hospital and connected with tanks in rear of building; the hospital walls have been partially scraped and whitewashed; the garden walls have been repaired, and the flagging of basement has been relaid; a brick refrigerator has been put up in the steward's store-room; a brick pavement has

been laid in front of the hospital, and from thence to front of surgeon's house; a new stable has been built; the stable-yard fence and shed has been removed to new stable and repaired; the boat-house, float, and part of the fences have been repaired.

The remaining fences require to be repaired. The bridge and bath-house, in front of surgeons' house, require repairing. The boat-house bridge and the main wharf and bridge, being thoroughly rotten, require to be replaced without delay. The pest-house rests on wooden posts, and requires to be underpinned with stone or brick.

For these and other necessary, incidental, and current repairs, the sum of \$7,500 is asked.

The total number of sick treated during the year was 268; the daily average sick, $20\frac{222}{365}$.

Pensacola, Fla.—Early in the month of August the yellow fever made its appearance at this station, and continued to rage with violence to the first of this month.

Doctor Abernethy, the surgeon in charge, makes the following return: Number of cases treated, 116; died, 18; cured or convalescent at date of report, 98.

Of those who died were one captain United States marine corps, one assistant surgeon, one second lieutenant United States marine corps, one apothecary, three corporals United States marine corps, one fifer United States marine corps, seven privates United States marine corps, one second-class fireman, one coal-heaver, one ship's cook.

It is my grateful duty to bring to the notice of the department the medical officers of the navy attached to this station, who, in time of general panic and excitement, continued faithfully and cheerfully at their posts, discharging, without a murmur, all the accumulated labor imposed by so violent an epidemic.

Surgeon J. J. Abernethy, Acting Assistant Surgeon T. M. Drummond, and Assistant Surgeon Augustus Theodore Piek were on duty at the commencement of the epidemic.

Acting Passed Assistant Surgeon N. L. Campbell, Passed Assistant Surgeon John D. Murphy, and Acting Passed Assistant Surgeon William Gale were added to the hospital staff, as the number of sick increased.

Of this number, Doctors Murphy and Piek, young officers of great promise and merit, unfortunately fell victims to the disease, and Doctors Campbell and Gale were seized with the fever soon after joining the station. At the last report they were, I am happy to say, convalescent.

The total number of sick treated during the year was 531; the daily average sick, $54\frac{144}{365}$.

Mare Island, Cal.—Congress has appropriated \$120,000 for the erection of a naval hospital at this place.

The civil engineer of the naval station, Mare island, California, has been furnished with tracings, and requested to execute the necessary plans, elevations, and sections, with specifications of material and workmanship, and forward them to this bureau. When received and approved, measures will be taken to commence the erection of the building without delay.

For furnishing the new building when completed, and for general outfit, there will be required \$10,000.

MEDICAL CORPS OF THE NAVY.

At this time there are forty-eight (48) vacancies in the medical corps of the navy, which it is almost impossible to fill properly.

These vacancies have existed ever since the close of the war, and so far as can reasonably be anticipated will not only continue to exist, but will be increased to such a degree as to endanger the integrity of this branch of the public service, unless steps are taken to prevent such a result.

The reasons for this condition are manifest and perfectly natural. Young gentlemen fitted by their ability and information to enter the medical corps are unwilling to join a body offering in return no adequate remuneration in pay, rank or promotion. Talent, skill and professional knowledge will seek their reward through the most speedy and desirable channels. So long as civil practice is more remunerative, and holds out greater inducements and quicker promotion, the medical man cannot be expected to subject himself to the discipline and hardships of the service; it might as well be expected by a political economist that a commodity would seek a market where there was no adequate demand for it. It is clear, that, unless some compensation is to be found in the emoluments and rank of the position, the medical man will not give up the comforts of a home and the freedom of civil duties to undergo the confinement and annoyances of sea-life.

As at present organized, the pay is altogether inadequate; and as to promotion, the staff corps of the navy have seen their more fortunate brethren of the line rapidly promoted for their services during the war, whilst they themselves have been left to such rewards as a good conscience and the honest and faithful discharge of their dangerous and important duties furnish.

These may be consolations to those who expected and deserved better things, but they are not inducements that will prevent the disintegration of this branch of the service. I therefore earnestly repeat that prompt legislation on the part of Congress is imperatively required, and I am sure that that body will not hesitate to follow any suggestions you may see fit to make, when they properly understand the present critical position of the medical department of the navy.

Since 1862, six grades of commissioned officers have been added to the line, whilst the medical corps stands as it stood forty years ago, its pay but slightly advanced, notwithstanding the enormous increase in the price of everything around us: its relative rank left far in the rear by the promotion of its brethren of the line.

Why the heroism and fidelity of its members during the great rebellion, which they so materially aided in bringing to a successful conclusion, should be thus repaid by the government, it is difficult to imagine.

Very respectfully, your obedient servant,

P. J. HORWITZ,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

RECAPITULATION OF ESTIMATES.

For support of the Bureau of Medicine and Surgery, (schedule A).....	\$12, 220
For pay of employés of hospitals and dispensaries of navy yards, (B).....	72, 365
For repairs and improvements of hospitals, (C).....	61, 000
For Naval Laboratory, (C).....	80, 000
Total.....	<u>225, 585</u>

A.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery for the support of said bureau, required for the service of the fiscal year ending June 30, 1869.

	Estimate of appropriations required for the service of the fiscal year ending June 30, 1869.	Appropriations for the fiscal year ending June 30, 1868.
For salary of chief of bureau, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 2, page 510.....	\$3,500 00	
For salary of assistant to bureau, per act of July 16, 1862, Statutes at Large, 2d session 37th Congress, section, 18, page 586.....	2,800 00	
For salary of one clerk, per act of July 23, 1866.....	1,800 00	
For salary of one clerk, per act of July 23, 1866.....	1,600 00	
For salary of messenger, per act of June 25, 1864, Statutes at Large, page 160, 1st session 38th Congress.....	1,000 00	
For salary of laborer, per act June 25, 1864, Statutes at Large, page 160, 1st session 38th Congress.....	720 00	
CONTINGENT EXPENSES.	11,420 00	\$11,400 00
Blanks, stationery, and miscellaneous items.....	800 00	800 00
Total.....	12,220 00	12,220 00

B.

Estimate of the pay of employes at naval hospitals and dispensaries of navy yards for the fiscal year ending June 30, 1869, included in the appropriation civil establishment Bureau of Medicine and Surgery.

HOSPITALS.

BOSTON, MASS.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	400
1 carpenter.....	360
1 chief cook.....	240
2 cooks, \$168 each.....	336
1 engineer.....	600
1 farmer.....	400
2 firemen, \$360 each.....	720
1 gardener.....	300
4 laborers, \$240 each.....	960
3 washers, \$168 each.....	504
1 matron.....	360
1 messenger.....	240
3 nurses, \$240 each.....	720
1 painter and glazier.....	360
1 gate-keeper.....	300
3 watchmen, \$360 each.....	1,080
Total.....	8,780

NEW YORK, N. Y.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 apothecary, third class.....	360
1 carpenter.....	600
1 chief cook.....	240
2 cooks, \$168 each.....	336
1 engineer.....	730
4 firemen, \$360 each.....	1,440
1 gardener and farmer.....	480
6 laborers, \$240 each.....	1,440
5 laundresses and chambermaids, \$144 each.....	720
1 matron.....	480
1 messenger.....	240
6 nurses, \$240 each.....	1,440
1 painter and glazier.....	360
1 porter, (main entrance gate-keeper).....	360
1 porter, (rear gate-keeper).....	240
1 watchman for general police duties.....	420
2 watchmen, \$300 each.....	600
1 ambulance driver and stable-keeper.....	360
Total.....	<u>12,076</u>

NAVAL LABORATORY.

NEW YORK, N. Y.

1 manufacturer.....	\$850
1 assistant manufacturer.....	500
1 chief packer.....	850
3 assistant packers, \$300 each.....	900
1 engineer.....	850
1 fireman.....	350
1 clerk.....	850
1 shipping porter.....	500
1 porter.....	350
Total.....	<u>6,000</u>

PHILADELPHIA, PA.

1 apothecary, first class.....	\$750
1 apothecary, third class.....	360
1 matron.....	360
1 carpenter.....	360
1 chief cook.....	240
2 assistant cooks, \$168 each.....	336
1 engineer.....	600
2 firemen, \$360 each.....	720
1 gardener.....	300
3 laborers, \$240 each.....	720
3 washers, \$168 each.....	504
1 messenger.....	240
3 nurses, \$240 each.....	720
1 gate-keeper.....	300
3 watchmen, \$360 each.....	1,080
Total.....	<u>7,590</u>

ANNAPOLIS, MD.

2 apothecaries, first class, \$750 each.....	\$1,500
2 nurses, \$180 each.....	360
1 messenger.....	240
1 laborer.....	150
1 washer.....	109
1 cook.....	150
Total.....	<u>2,509</u>

WASHINGTON, D. C.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 watchman for general police duties.....	920
4 nurses, \$240 each.....	460
1 laundress.....	144
2 cooks, \$168 each.....	436
3 laborers, \$144 each.....	132
1 messenger.....	344
3 washers, \$144 each.....	432
1 watchman.....	300
1 engineer.....	480
2 firemen, \$360 each.....	720
Total.....	5,598

NORFOLK, VA.

1 apothecary, first class.....	\$750
1 apothecary, third class.....	360
1 engineer.....	720
1 carpenter.....	600
1 matron.....	360
1 gardener.....	480
1 chief cook.....	300
1 assistant cook.....	240
2 mess-room attendants, \$168 each.....	336
1 messenger.....	168
2 head nurses, \$240 each.....	480
2 assistant nurses, \$168 each.....	336
2 laundresses, \$144 each.....	288
4 boatmen, \$168 each.....	672
4 laborers, \$192 each.....	768
3 watchmen, \$300 each.....	900
Total.....	7,758

PENSACOLA, FLA.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 matron.....	360
4 nurses, \$264 each.....	1,056
4 assistant nurses, \$216 each.....	864
1 cook.....	240
1 assistant cook.....	216
1 watchman.....	216
2 mess-room attendants, \$168 each.....	336
3 washers, \$180 each.....	540
1 messenger.....	144
5 laborers, \$144 each.....	720
Total.....	5,922

NAVY YARDS.

PORTSMOUTH, N. H.

1 apothecary, first class.....	\$750
1 nurse.....	180
1 laborer.....	240
1 cook.....	180
Total.....	1,350

BOSTON, MASS.

1 apothecary, first class.....	\$750
1 laborer, at \$2 per day.....	730
Total.....	1,480

NEW YORK, N. Y.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

PHILADELPHIA, PA.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

WASHINGTON, D. C.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

NORFOLK, VA.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

MARE ISLAND, CAL.

1 apothecary, first class	\$1,000
1 cook	540
1 cook	480
4 nurses, \$480 each	1,920
4 washers, \$480 each	1,920
2 laborers, \$360 each	720
1 watchman	360
2 mess-room attendants, \$216 each	432
Total	<u>7,372</u>

C.

Estimates for hospitals, &c.

For repairs and improvements of hospitals and appendages, including roads, wharves, walls, out-houses, sidewalks, fences, gardens, farms, painting, glazing, blacksmiths', plumbers', and masons' work, furniture, &c., &c.	<u>\$61,000</u>
For naval laboratory	<u>\$80,000</u>

P. J. HORWITZ, *Chief of Bureau.*

Report of diseases and injuries on board vessels in the navy of the United States whilst engaged in suppressing the rebellion, from April, 1861, to June, 1865, arranged in the following order, viz: 1. Potomac flotilla; 2. Atlantir squadron; 3. North Atlantic squadron; 4. South Atlantic squadron; 5. Gulf squadron; 6. East Gulf squadron; 7. West Gulf squadron; 8. Mississippi squadron.

POTOMAC FLOTILLA.

Embracing the Potomac river and its tributaries, from April 1, 1861, to December 31, 1861.
Average number of ships' companies, 587; total number of vessels, 10.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....		47	46	1	47		.021	.0017	.08
Remittens.....		4	4		4				.0038
Continua communis.....		13	13		13				.022
Typhoides.....		2	1	1	2		.5	.0017	.0034
Icterodes.....		1	1		1				.0017
II. Ezanthemata:									
Erysipelas.....		2	2		2				.0034
Rubeola.....		6	6		6				.013
Varicella.....		1	0		1	1			.0017
Variceloides.....		1	1		1				.0017
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		2	2		2				.0034
Tonsillitis.....		10	10		10				.017
Pharyngitis.....		2	2		2				.0034
Dyspepsia.....		12	11		12	1			.02
Gastritis.....		5	5		5				.005
Cholera communis.....		5	5		5				.005
Hepatitis.....		2	2		2				.0034
Icterus.....		3	3		3				.0051
Enteritis.....		3	3		3				.0051
Constipatio.....		29	29		29				.049
Diarrhoea acuta.....		173	173		173				.3
Diarrhoea chronica.....		25	23		25	2			.042
Dysenteria acuta.....		45	45		45				.076
Dysenteria chronica.....		4	3		4	1			.0086
Colica.....		6	6		6				.01
Hæmorrhoids.....		9	9		9				.015
Fistula ani.....		1	1		1				.0017
CLASS 3.—Diseases of Respiratory System.									
Pleurodynia.....		1	1		1				.0017
Asthma.....		2	2		2				.0034
Bronchitis acuta.....		46	42		46	4			.078
Bronchitis chronica.....		6	6		6				.01
Catarrhus.....		56	54		56	2			.085
Laryngitis.....		2	2		2				.0034
Hæmoptysis.....		2	2		2				.0034
Pleuritis.....		10	10		10				.017
Pneumonia.....		6	5		6	1			.01
Phthisis pulmonalis.....		8	7	1	8		.125	.0017	.013
Epistaxis.....		1	1		1				.0017
Influenza.....		6	6		6				.01
Diphtheria.....		1	1		1				.0017
CLASS 4.—Diseases of Circulatory System.									
I. General:									
Anæmia.....		3	3		3				.0051
II. Of Heart:									
Palpitatio.....		4	4		4				.0069
Angina pectoris.....		1	1		1				.0017
CLASS 5.—Diseases of the Brain and Nervous System.									
Cephalalgia.....		6	6		6				.01
Apoplexia.....		1		1	1		1.	.0017	.0017
Epilepsia.....		1	1		1				.0017
Neuralgia.....		8	8		8				.013
Dementia.....		2	2		2				.0034
Delirium tremens.....		5	4	1	5		.2	.0017	.0034

Potomac flotilla, from April 1, 1861, to December 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Squamous—									
a. Psoriasis.....		1	1		1				.0017
2. Vesicular—									
A. Vesiculae—									
a. Eczema.....		1	1		1				.0017
II. Cellular:									
Furunculus.....		19	18		19	1			.032
Abcessus.....		4	4		4				.0068
Ulcus.....		4	3		4	1			.0068
Phlegmon.....		1	1		1				.0017
Adenitis.....		4	2		4	2			.0068
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Rheumatismus acutus.....		34	33		34	1			.058
Rheumatismus chronicus.....		10	10		10				.017
II. Of Bones:									
Odontalgia.....		3	3		3				.0051
III. Of Joints:									
Synovitis.....		2	2		2				.0034
Paronychia.....		10	9		10	1			.017
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....		1	1		1				.0017
Dysuria.....		2	2		2				.0034
Gonorrhoea.....		14	12		14	2			.023
Phimosis.....		2	2		2				.0034
Urethrae strictura.....		6	6		6				.01
Syphilis primary.....		7	7		7				.012
Syphilis secondary.....		1			1	1			.0017
Orchitis.....		7	7		7				.012
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....		10	10		10				.017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia.....		1			1	1			.0017
Conjunctivitis.....		8	8		8				.013
Amaurosis.....		2	2		2				.0034
II. Of Ear:									
Otalgia.....		1	1		1				.0017
Otitis.....		2	2		2				.0034
Otorrhoea.....		1	1		1				.0017
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		3	3		3				.0051
Vulnus—									
Vulnus laceratum.....		8	8		8				.013
Vulnus incisum.....		10	9		10	1			.017
Vulnus punctum.....		9	9		9				.015
Vulnus contusum.....		14	13		14	1			.023
Vulnus scopeticum.....		6	6		6				.01
Hernia.....		1			1				.0017
Fractura.....		3	3		3				.0051
Subluxatio.....		19	19		19				.032
Contusio.....		17	16		17	1			.023
Ambusio.....		5	3		5	2			.0085
Abrasio.....		1	1		1				.0017
Pernio.....		1	1		1				.0017
Total.....		848	815	5	848	28	.0039	.0085	1.44

POTOMAC FLOTILLA.

From January 1, 1862, to December 31, 1862. Average number of ships' companies, 363; number of vessels, 24.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ships' company.	Proportion of sick to number of ships' company.
<i>CLASS 1.—Febris.</i>									
I. Intermittens.....		153	153		153				.42
Remittens.....		54	53	1	54		.018	.0027	.148
Continua communis.....		21	20		21	1			.057
Typhoides.....		4	4		4				.011
II. <i>Ezanthemata</i> :									
Erysipelas.....		1	1		1				.0027
Rubeola.....		1	1		1				.0027
Varioloides.....		2	2		2				.0055
<i>CLASS 2.—Diseases of the Digestive System.</i>									
Stomatitis.....		8	8		8				.022
Tonsillitis.....		4	3		4	1			.011
Dyspepsia.....		11	11		11				.03
Gastritis.....		6	6		6				.016
Cholera communis.....		2	2		2				.0055
Hepatitis.....		4	4		4				.011
Icterus.....		7	7		7				.019
Constipatio.....		63	63		63				.17
Diarrhoea acuta.....		67	67		67				.18
Diarrhoea chronica.....		6	6		6				.016
Dysenteria acuta.....		12	12		12				.033
Dysenteria chronica.....		1	1		1				.0027
Colica.....		16	16		16				.044
Hæmorrhoids.....		12	12		12				.033
Vermes.....		2	2		2				.0055
<i>CLASS 3.—Diseases of the Respiratory System.</i>									
Asthma.....		6	6		6				.016
Bronchitis acuta.....		10	10		10				.027
Bronchitis chronica.....		1	1		1				.0027
Catarrhus.....	1	135	136		136				.37
Laryngitis.....		2	2		2				.0055
Hæmoptysis.....		2	2		2				.0055
Pleuritis.....		4	4		4				.011
Pneumonia.....		5	5		5				.013
Phthisis pulmonalis.....	1	4	4	1	5		.2	.0027	.013
<i>CLASS 4.—Diseases of the Circulatory System.</i>									
I. General:									
Anæmia.....		2	2		2				.0055
II. Of Heart:									
Palpitatio.....		5	5		5				.013
<i>CLASS 5.—Diseases of the Brain and Nervous System.</i>									
Epilepsia.....		1	1		1				.0027
Neuralgia.....		11	11		11				.03
Melancholia.....		1	1		1				.0027
Irritatio spinalis.....		3	3		3				.0082
Cephalalgia.....		7	7		7				.019
<i>CLASS 6.—Diseases of the Cutaneous and Cellular Systems.</i>									
I. Cutaneous:									
1. Papular—									
a. Lichen.....		1	1		1				.0027
2. Pustular—									
a. Impetigo.....		1	1		1				.0027
b. Ecthyma.....		1	1		1				.0027
3. Squamous—									
a. Psoriasis.....		2	2		2				.0055
4. Vesicular—									
A. Vesiculae—									
a. Eczema.....		1	1		1				.0027

Potomac flotilla, from January 1, 1862, to December 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
II. Cellular:									
Furunculæ.....	1	14	15	.....	15	.....	.....	.....	.041
Abcessus.....	16	16	.....	16	.....	.....	.....	.044
Ulcus.....	3	3	.....	3	.....	.....	.....	.0089
Tumor.....	1	1	.....	1	.....	.....	.....	.0027
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra.....	1	1	.....	1	.....	.....	.....	.0027
Rheumatismus acutus.....	33	33	.....	33	.....	.....	.....	.09
Rheumatismus chronicus.....	8	8	.....	8	.....	.....	.....	.022
II. Of Bones:									
Odontalgia.....	7	7	.....	7	.....	.....	.....	.019
III. Of Joints:									
Synovitis.....	1	1	.....	1	.....	.....	.....	.0027
Paronychia.....	1	7	8	8	.....	.....	.....	.022
Periostitis.....	2	2	.....	2	.....	.....	.....	.0055
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	1	.....	.....	1	1	.....	.....	.0027
Diabetes.....	1	1	.....	1	.....	.....	.....	.0027
Gonorrhœa.....	11	11	.....	11	.....	.....	.....	.03
Syphilis primary.....	13	13	.....	13	.....	.....	.....	.036
Syphilis secondary.....	5	5	.....	5	.....	.....	.....	.013
Orethritis.....	5	5	.....	5	.....	.....	.....	.013
Varicocele.....	2	2	.....	2	.....	.....	.....	.0055
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....	1	1	.....	1	.....	.....	.....	.0027
Scorbutus.....	5	5	.....	5	.....	.....	.....	.013
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis.....	6	6	.....	6	.....	.....	.....	.016
Ophthalmia.....	6	6	.....	6	.....	.....	.....	.016
Amaurosis.....	1	1	.....	1	.....	.....	.....	.0027
II. Of Ear:									
Otalgia.....	1	1	.....	1	.....	.....	.....	.0027
Otitis.....	1	1	.....	1	.....	.....	.....	.0027
Otorrhœa.....	2	2	.....	2	.....	.....	.....	.0055
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....	3	1	2	3	.....	.66	.0055	.0089
Vulnus—									
Vulnus laceratum.....	1	1	.....	1	.....	.....	.....	.0027
Vulnus incisum.....	5	5	.....	5	.....	.....	.....	.013
Vulnus punctum.....	2	2	.....	2	.....	.....	.....	.0055
Vulnus contusum.....	13	11	.....	13	2	.....	.....	.036
Vulnus sclopeticum.....	6	5	1	6	.....	.166	.0027	.016
Hernia.....	2	2	.....	2	.....	.....	.....	.0055
Fractura.....	4	4	.....	4	.....	.....	.....	.011
Luxatio.....	4	1	.....	1	.....	.....	.....	.0027
Subluxatio.....	3	3	.....	3	.....	.....	.....	.0082
Contusio.....	6	5	.....	6	1	.....	.....	.016
Ambustio.....	1	3	.....	3	.....	.....	.....	.0082
Abrasio.....	1	1	.....	1	.....	.....	.....	.0027
Fernio.....	4	4	.....	4	.....	.....	.....	.011
Suicidium per submersio.....	1	.....	1	1	.....	.1	.0027	.0027
Total.....	5	870	863	6	875	6	.0068	.0165	2.41

POTOMAC FLOTILLA.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 585; number of vessels, 17.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—<i>Febris.</i>									
I. <i>Intermittens</i>		113	113		113				.19
Remittens		33	31		33	2			.056
Continua communis	1	15	16		16				.027
Typhoides		10	8	2	10		.2	.0034	.017
Icterodes		1	1		1				.0017
II. <i>Exanthemata</i> :									
Erysipelas		3	3		3				.0051
CLASS 2.—<i>Diseases of the Digestive System.</i>									
Stomatitis		1	1		1				.0017
Tonsillitis	1	14	15		15				.025
Parotitis		1	1		1				.0017
Dyspepsia		26	25		26	1			.044
Hæmatemesis		1	1		1				.0017
Hepatitis		7	7		7				.012
Icterus		2	2		2				.0034
Enteritis		1	1		1				.0017
Constipation		49	49		49				.083
Diarrhœa acuta		106	106		106				.18
Diarrhœa chronica		8	8		8				.013
Dysentery acuta		13	13		13				.022
Dysentery chronica		1	1		1				.0017
Colica		10	10		10				.017
Hæmorrhoids		8	8		8				.013
Fistula ani		2	2		2				.0034
Pharyngitis		1	1		1				.0017
CLASS 3.—<i>Diseases of the Respiratory System.</i>									
Asthma		1	1		1				.0017
Bronchitis acuta		37	37		37				.063
Bronchitis chronica		12	12		12				.02
Catarrhus		74	74		74				.12
Laryngitis		2	2		2				.0034
Pleuritis		9	9		9				.015
Pneumonia	1	7	6	2	8		.25	.0034	.013
Phthisis pulmonalis		5	5		5				.0085
Influenza		7	7		7				.012
Pleurodynia		2	2		2				.0034
CLASS 4.—<i>Diseases of the Circulatory System.</i>									
I. <i>General</i> :									
Anæmia		2	2		2				.0034
II. <i>Of Heart</i> :									
Palpitation		7	7		7				.012
Angina pectoris		1	1		1				.0017
CLASS 5.—<i>Diseases of the Brain and Nervous System.</i>									
Paralysis		1	1		1				.0017
Epilepsia		3	3		3				.0051
Neuralgia		2	6		6				.01
Delirium tremens		2	2		2				.0034
Cephalalgia		7	7		7				.012
CLASS 6.—<i>Diseases of the Cutaneous and Cellular Systems.</i>									
I. <i>Cutaneous</i> :									
1. <i>Papular</i> —									
a. <i>Furigo</i>		2	2		2				.0034
2. <i>Pustular</i> —									
a. <i>Ecthyma</i>		1	1		1				.0017
b. <i>Acne</i>		2	2		2				.0034

Potomac flotilla, from January 1, 1863, to December 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
3. <i>Squamous</i> —									
a. <i>Poorialis</i>		1	1	.....	1	.....	.....	.....	.0017
4. <i>Vesicular</i> —									
A. <i>Vesicula</i> —									
a. <i>Psoria</i>		1	1	.....	1	.....	.....	.....	.0017
b. <i>Eczema</i>		4	4	.....	4	.....	.....	.....	.0068
II. <i>Cellular</i> :									
<i>Furuncul</i>		20	20	.....	20	.....	.....	.....	.034
<i>Anthrax</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Abscessus</i>		25	25	.....	25	.....	.....	.....	.042
<i>Ulcus</i>		5	5	.....	5	.....	.....	.....	.0065
<i>Adenitis</i>		2	2	.....	2	.....	.....	.....	.0034
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. <i>General</i> :									
<i>Rheumatismus acutus</i>		46	46	.....	46	.....	.....	.....	.078
<i>Rheumatismus chronicus</i>		25	25	.....	25	.....	.....	.....	.042
II. <i>Of Bones</i> :									
<i>Odontalgia</i>		5	5	.....	5	.....	.....	.....	.0085
<i>Necrosis</i>		1	1	.....	1	.....	.....	.....	.0017
III. <i>Of Joints</i> :									
<i>Paronychia</i>		2	2	.....	2	.....	.....	.....	.0034
<i>Anchylosis</i>		1	1	.....	1	.....	.....	.....	.0017
CLASS 9.—Diseases of the Genito-Urinary System.									
<i>Nephritis</i>	1	5	6	.....	6	.....	.....	.....	.01
<i>Diabetes</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Gonorrhoea</i>		13	12	.....	13	1	.....	.....	.022
<i>Phimosis</i>		2	2	.....	2	.....	.....	.....	.0034
<i>Paraphimosis</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Urethra strictura</i>		4	4	.....	4	.....	.....	.....	.0068
<i>Syphilis primary</i>		24	24	.....	24	.....	.....	.....	.041
<i>Syphilis secondary</i>		8	8	.....	8	.....	.....	.....	.013
<i>Orchitis</i>	1	4	5	.....	5	.....	.....	.....	.0085
<i>Spermatorrhoea</i>		1	1	.....	1	.....	.....	.....	.0017
CLASS 10.—Cancer, and Malignant Diseases.									
<i>Adynamia</i>		13	13	.....	13	.....	.....	.....	.022
<i>Scrofala</i>		1	1	.....	1	.....	.....	.....	.0017
CLASS 11.—Diseases of the Eye and Ear.									
I. <i>Of Eye</i> :									
<i>Conjunctivitis</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Ophthalmia</i>		5	5	.....	5	.....	.....	.....	.0065
<i>Amaurosis</i>		2	2	.....	2	.....	.....	.....	.0034
II. <i>Of Ear</i> :									
<i>Otalgia</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Otorrhoea</i>		3	3	.....	3	.....	.....	.....	.0051
CLASS 12.—Injuries and Displacements.									
<i>Fulus</i> —									
<i>Vulnus laceratum</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Vulnus incisum</i>		10	10	.....	10	.....	.....	.....	.017
<i>Vulnus punctum</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Vulnus contusum</i>	2	12	14	.....	14	.....	.....	.....	.024
<i>Vulnus sclopeticum</i>		8	7	1	8	.....	.125	.0017	.013
<i>Hernia</i>		3	3	.....	3	.....	.....	.....	.0051
<i>Fractura</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Luxatio</i>		2	2	.....	2	.....	.....	.....	.0034
<i>Subluxatio</i>		4	4	.....	4	.....	.....	.....	.0068
<i>Contusio</i>	1	7	6	.....	6	.....	.....	.....	.013
<i>Ambustio</i>		2	2	.....	2	.....	.....	.....	.0034
<i>Abrasio</i>		5	5	.....	5	.....	.....	.....	.0065
<i>Perulo</i>		1	1	.....	1	.....	.....	.....	.0017
<i>Submersio</i>		1	.....	1	1	.....	.0017	.0017	.0017
Total	8	902	900	6	910	4	.0066	.01	1.55

POTOMAC FLOTILLA.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 562; number of vessels, 19.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—<i>Febris.</i>									
I. Intermittens		98	97	.....	98	1	.....	.....	.17
Remittens	2	55	56	.....	57	1	.....	.....	.1
Continua communis		20	20	.....	20	.....	.....	.....	.035
Typhoides		4	4	.....	4	.....	.....	.....	.0071
II. <i>Exanthemata</i> :									
Erysipelas		4	4	.....	4	.....	.....	.....	.0071
Variceloides		2	2	.....	2	.....	.....	.....	.0035
CLASS 2.—<i>Diseases of the Digestive System.</i>									
Stomatitis		1	1	.....	1	.....	.....	.....	.0017
Tonsillitis		15	15	.....	15	.....	.....	.....	.026
Parotitis		4	4	.....	4	.....	.....	.....	.0071
Dyspepsia	1	16	17	.....	17	.....	.....	.....	.03
Gastritis		7	6	1	7	.....	.14	.0017	.012
Hæmatemesis		1	1	.....	1	.....	.....	.....	.0017
Cholera communis		1	1	.....	1	.....	.....	.....	.0017
Hepatitis acuta		2	2	.....	2	.....	.....	.....	.0035
Hepatitis chronica		1	1	.....	1	.....	.....	.....	.0017
Icterus		8	8	.....	8	.....	.....	.....	.014
Peritonitis		1	1	.....	1	.....	.....	.....	.0017
Constipation		20	20	.....	20	.....	.....	.....	.035
Diarrhœa acuta		63	63	.....	63	.....	.....	.....	.11
Diarrhœa chronica		7	7	.....	7	.....	.....	.....	.012
Dysentery acuta		2	2	.....	2	.....	.....	.....	.0035
Colica		23	23	.....	23	.....	.....	.....	.041
Hæmorrhoids		8	7	.....	8	1	.....	.....	.014
Pharyngitis		4	4	.....	4	.....	.....	.....	.0071
Cancerum oris		2	2	.....	2	.....	.....	.....	.0035
CLASS 3.—<i>Diseases of the Respiratory System.</i>									
Asthma		1	1	.....	1	.....	.....	.....	.0017
Bronchitis acuta		35	33	.....	35	2	.....	.....	.02
Bronchitis chronica		9	1	.....	2	1	.....	.....	.0035
Catarrhus		63	62	.....	63	1	.....	.....	.11
Laryngitis		5	5	.....	5	.....	.....	.....	.009
Pleuritis		19	11	.....	12	1	.....	.....	.021
Pneumonia		9	9	.....	9	.....	.....	.....	.016
Phthisis pulmonalis		4	4	.....	4	.....	.....	.....	.0071
Influenza		3	3	.....	3	.....	.....	.....	.0035
Diphtheria		2	2	.....	2	.....	.....	.....	.0035
Pleurodynia		2	2	.....	2	.....	.....	.....	.0035
CLASS 4.—<i>Diseases of the Circulatory System.</i>									
I. General—									
Anæmia		4	4	.....	4	.....	.....	.....	.0071
II. <i>Of Heart</i> :									
Palpitation		2	2	.....	2	.....	.....	.....	.0035
Pericarditis		3	3	.....	3	.....	.....	.....	.0035
CLASS 5.—<i>Diseases of the Brain and Nervous System.</i>									
Epilepsia		5	5	.....	5	.....	.....	.....	.010
Neuralgia		5	5	.....	5	.....	.....	.....	.010
Delirium tremens		1	1	.....	1	.....	.....	.....	.0017
Cephalalgia		6	6	.....	6	.....	.....	.....	.01
CLASS 6.—<i>Diseases of the Cutaneous and Cellular Systems.</i>									
I. <i>Cutaneous</i> :									
1. <i>Papular</i> —									
a. Prurigo		1	1	.....	1	.....	.....	.....	.0017
2. <i>Pustular</i> —									
a. Porrigo		2	2	.....	2	.....	.....	.....	.0035
3. <i>Vesicular</i> —									
a. Vesiculæ—									
a. Herpes		2	2	.....	2	.....	.....	.....	.0035

Potomac flotilla, from January 1, 1864, to December 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
II. Cellular:									
Furunculus		14	14		14				.024
Abcessus		36	36		36				.064
Ulcus		3	3		3				.0053
Adenitis		1	1		1				.0017
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		1	1		1				.0017
Rheumatismus acutus		33	33		33				.058
Rheumatismus chronicus		13	13		13				.023
II. Of Bones:									
Necrosis		1	1		1				.0017
III. Of Joints:									
Paronychia		6	6		6				.01
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		4	4		4				.0071
Cystitis		2	2		2				.0035
Gonorrhoea	1	29	30		30				.053
Urethra strictura		1			1	1			.0017
Syphilis primary		23	22		23	1			.041
Syphilis secondary		6	5		6	1			.01
Orchitis		3	3		3				.0053
Spermatorrhoea		1	1		1				.0017
CLASS 10.—Cachexia, and Malignant Dis- eases.									
Adynamia		3	3		3				.0053
Scrofula		6	6		6				.01
Tuberculosis		1	1		1				.0017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		10	9		10	1			.017
Ophthalmia		6	6		6				.01
Iritis		1	1		1				.0017
II. Of Ear:									
Otalgia		4	4		4				.0071
Otitis		2	2		2				.0035
Otorrhoea		1	1		1				.0017
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		1	1		1				.0017
Valvulae—									
Valvulae incisum		6	6		6				.01
Valvulae punctum		2	2		2				.0035
Valvulae contusum		7	7		7				.012
Valvulae scopeticum		4	1	2	4	1	.5	.0035	.0071
Hernia		1	1		1				.0017
Fractura		3	3		3				.0053
Subluxatio		10	10		10				.017
Contusio		14	13		14	1			.024
Ambustio		12	11		12	1			.021
Abrasio		1	1		1				.0017
Fernio		3	3		3				.0053
Submersio		55		55	55		.55	.098	.098
Total.	4	868	799	58	872	15	.066	.103	1.55

POTOMAC FLOTILLA.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 826; number of vessels, 25.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	1	57	58	.....	58	.....	.....	.....	.07
Remittens	1	48	44	.....	49	5	.....	.....	.029
Continua communis .....	.....	17	17	.....	17	.....	.....	.....	.02
Typhoides	1	4	5	.....	5	.....	.....	.....	.006
II. <i>Ezanthemata</i> :	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erysipelas .....	.....	4	4	.....	4	.....	.....	.....	.0042
Varicella .....	.....	2	2	.....	2	.....	.....	.....	.0024
Urticaria .....	.....	2	2	.....	2	.....	.....	.....	.0024
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	7	7	.....	7	.....	.....	.....	.0084
Tonillitis .....	.....	9	9	.....	9	.....	.....	.....	.011
Parotitis .....	.....	3	3	.....	3	.....	.....	.....	.0036
Dyspepsia .....	.....	11	11	.....	11	.....	.....	.....	.013
Gastritis .....	.....	4	4	.....	4	.....	.....	.....	.0048
Hæmatemesis .....	.....	1	1	.....	1	.....	.....	.....	.0012
Hepatitis acuta .....	.....	4	4	.....	4	.....	.....	.....	.0048
Hepatitis chronica .....	.....	1	1	.....	1	.....	.....	.....	.0012
Icterus .....	.....	4	3	.....	4	.....	.....	.....	.0048
Peritonitis .....	.....	1	1	.....	1	1	.....	.....	.0012
Constipation .....	.....	23	23	.....	23	.....	.....	.....	.027
Diarrhœa acuta	4	74	74	.....	78	4	.....	.....	.094
Diarrhœa chronica .....	.....	6	6	.....	6	.....	.....	.....	.0072
Dysentery acuta	1	10	11	.....	11	.....	.....	.....	.013
Dysentery chronica .....	.....	1	1	.....	1	.....	.....	.....	.0012
Cólica .....	.....	14	13	.....	14	1	.....	.....	.017
Hæmorrhoids	1	8	9	.....	9	.....	.....	.....	.011
Pharyngitis .....	.....	5	5	.....	5	.....	.....	.....	.006
CLASS 3.—Diseases of the Respiratory System.									
Asthma .....	.....	3	3	.....	3	.....	.....	.....	.0036
Bronchitis acuta	2	45	47	.....	47	.....	.....	.....	.057
Bronchitis chronica	1	7	8	.....	8	.....	.....	.....	.0096
Catarrhus	1	61	62	.....	62	.....	.....	.....	.075
Laryngitis .....	.....	18	17	.....	18	1	.....	.....	.021
Hæmoptysis .....	.....	1	1	.....	1	.....	.....	.....	.0012
Pleuritis	1	11	12	.....	12	.....	.....	.....	.014
Pneumonia .....	.....	8	8	.....	8	.....	.....	.....	.0096
Phthisis pulmonalis .....	.....	5	4	.....	5	1	.....	.....	.006
Pleurodynia .....	.....	2	2	.....	2	.....	.....	.....	.0024
CLASS 4.—Diseases of the Circulatory System.									
II. Of Blood Vessels :	.....	.....	.....	.....	.....	.....	.....	.....	.....
Varix .....	.....	3	3	.....	3	.....	.....	.....	.0036
CLASS 5.—Diseases of the Brain and Nervous System.									
Epilepsia .....	.....	5	5	.....	5	.....	.....	.....	.006
Neuralgia .....	.....	6	6	.....	6	.....	.....	.....	.0072
Tetanus .....	.....	1	1	.....	1	.....	.....	.....	.0012
Irritatio spinalis	1	1	2	.....	2	.....	.....	.....	.0024
Cephalalgia .....	.....	9	9	.....	9	.....	.....	.....	.011
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
<i>Cutaneous :</i>									
1. <i>Pustular</i>—	.....	.....	.....	.....	.....	.....	.....	.....	.....
a. Impetigo .....	.....	1	1	.....	1	.....	.....	.....	.0012
b. Ecthyma .....	.....	1	1	.....	1	.....	.....	.....	.0012
2. <i>Vesicular</i>—	.....	.....	.....	.....	.....	.....	.....	.....	.....
A. Vesiculæ—	.....	.....	.....	.....	.....	.....	.....	.....	.....
a. Herpes .....	.....	3	3	.....	3	.....	.....	.....	.0036
b. Eczema .....	.....	2	2	.....	2	.....	.....	.....	.0024

Potomac flotilla, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
II. Cellular:									
Furunculus		8	8		8				.0096
Abcessus		7	7		7				.0084
Ulcus		3	3		3				.0036
Tumor		4	3		4	1			.0048
Hordeolum		1	1		1				.0012
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Rheumatismus acutus		32	32		32				.038
Rheumatismus chronicus		10	10		10				.012
II. Of Joints:									
Synovitis		2	2		2				.0024
Paronychia		9	9		9				.011
Anchylolosis		1	1		1				.0012
Periostitis		4	4		4				.0048
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca									
b. Ascites		2	2		2				.0024
		1	1		1				.0012
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		2	2		2				.0024
Cystitis		3	3		3				.0036
Enuresis		1	1		1				.0012
Gonorrhoea	1	7	8		8				.0096
Phimosis		1	1		1				.0012
Urethrae strictura	1	2	3		3				.0036
Syphilis primary	2	12	14		14				.017
Syphilis secondary	2	11	13		13				.015
Orchitis		7	7		7				.0084
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia		3	3		3				.0036
Scrofula		1	1		1				.0012
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis	1	4	5		5				.006
Ophthalmia		3	3		3				.0036
Iritis		2	2		2				.0024
II. Of Ear:									
Otitis		1	1		1				.0012
Otorrhoea		1	1		1				.0012
CLASS 12.—Injuries and Displacements.									
Fulvus—									
Vulnus incisum		2	2		2				.0024
Vulnus punctum	1	4	5		5				.006
Vulnus contusum		3	3		3				.0036
Vulnus sclopeticum	1	3	3	1	4	.25	.0012		.0048
Hernia		4	4		4				.0048
Fractura	1	4	5		5				.006
Luxatio		1	1		1				.0012
Subluxatio		3	3		3				.0036
Contusio	1	13	14		14				.017
Ambustio	1	1	2		2				.0024
Abrasio		3	3		3				.0036
Pernio		2	2		2				.0024
Total	27	701	713	1	728	14	.00133	.00121	.08

ATLANTIC SQUADRON.

Embracing the coasts of Virginia, North Carolina, South Carolina, Georgia, and the eastern part of the Florida peninsula, from April 1, 1861, to September 30, 1861. Average number of ships' companies, 4,167; total number of vessels in squadron, 19.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—<i>Febris.</i>									
I. Intermittens		93	87		93	6			.022
Remittens		17	17		17				.004
Continua communis		10	10		10				.0023
II. <i>Ezanthemata:</i>									
Typhoides		19	7	2	19	10	.105	.00047	.0045
Erysipelas		9	7	2	9		.222	.00047	.0021
Rubeola		17	15		17	2			.0040
Varicella		4	4		4				.00085
Varicella		2	2		2				.00047
CLASS 2.—<i>Diseases of the Digestive System.</i>									
Stomatitis		3	3		3				.00071
Tonsillitis		52	49		52	3			.0124
Parotitis		1	1		1				.00023
Dyspepsia		10	9		10	1			.0023
Gastritis		16	16		16				.0038
Hæmatemesis		1	1		1				.00023
Cholera communis		27	27		27				.0064
Hepatitis chronica		1	1		1				.00023
Icterus		3	1		3	2			.00071
Splenitis		2	2		2				.00047
Enteritis		3	2	1	3		.333	.00023	.00071
Constipation		64	63		64	1			.0153
Diarrhoea acuta		204	196		204	8			.048
Diarrhoea chronica		6	6		6				.0014
Dysentery acuta		58	52		58	6			.0139
Dysentery chronica		4	4		4				.00085
Colica		24	24		24				.0057
Hæmorrhoids		10	10		10				.0021
Fistula ani		4	2		4	2			.00085
Vermes		1	1		1				.01423
Melena		1	1		1				.00023
CLASS 3.—<i>Diseases of the Respiratory System.</i>									
Asthma		3	3		3				.00071
Bronchitis acuta		59	46		59	11			.0141
Bronchitis chronica		1	1		1				.00023
Catarrhus		401	378		401	23			.0982
Laryngitis		3	2		3	1			.00071
Hæmoptysis		2	2		2				.00047
Pleuritis		28	26		28	2			.0067
Pneumonia		13	10	1	13	2	.076	.00023	.0031
Phthisis pulmonalis		16	11	1	16	4	.062	.00023	.0036
Influenza		22	15		22	7			.0052
Pleurodynia		10	9		10	1			.0023
Singultus		1	1		1				.00023
CLASS 4.—<i>Diseases of the Circulatory System.</i>									
I. <i>General:</i>									
Anæmia		11	11		11				.0036
II. <i>Of Heart:</i>									
Palpitation		11	11		11				.0036
Syncope		1	1		1				.00023
Pericarditis		1	1		1				.00023
Dilatatio		1	1		1				.00023
Hypertrophica		1	1		1				.00023
Angina pectoris		1	1		1				.00023
III. <i>Of Blood Vessels:</i>									
Varix		1	1		1				.00023

Atlantic squadron, from April 1, 1861, to September 30, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio	1	1	1	1	1	1			.00023
Meningitis	1	1	1	1	1	1			.00023
Cerebritis	1	1	1	1	1	1			.00023
Apoplexia	1	1	1	1	1	1			.00023
Paralysis	4	3	4	4	1	1			.00095
Epilepsia	11	10	11	11	1	1			.0026
Neuralgia	16	16	16	16	1	1			.0038
Mania	1	1	1	1	1	1			.00023
Dementia	3	3	3	3	3	3			.00071
Delirium tremens	9	9	9	9	9	9			.0021
Irritatio spinalis	1	1	1	1	1	1			.00023
Cephalalgia	11	11	11	11	11	11			.0026
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous :									
1. <i>Papular</i> —									
a. Lichen	8	7	8	8	1	1			.0019
b. Prurigo	2	2	2	2	2	2			.00047
2. <i>Pustular</i> —									
a. Impetigo	2	2	2	2	2	2			.00047
b. Porrigo	1	1	1	1	1	1			.00023
3. <i>Vesicular</i> —									
A. Vesiculae—									
a. Herpes	1	1	1	1	1	1			.00023
b. Psora	9	9	9	9	9	9			.0021
c. Eczema	4	4	4	4	4	4			.00095
II. Cellular :									
Furunculus	48	46	48	48	2	2			.0115
Anthrax	22	20	22	22	2	2			.0052
Abcessus	52	50	52	52	2	2			.0124
Ulcus	27	22	27	27	5	5			.0064
Tumor	11	11	11	11	11	11			.0026
Adenitis	15	14	15	15	1	1			.0035
Hordeolum	1	1	1	1	1	1			.00023
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General :									
Lumbago	3	3	3	3	3	3			.00071
Rheumatismus acutus	112	108	112	112	4	4			.0268
Rheumatismus chronicus	51	49	51	51	2	2			.0122
II. Of Bones :									
Exostosis	1	1	1	1	1	1			.00023
Necrosis	1	1	1	1	1	1			.00023
III. Of Joints :									
Synovitis	2	2	2	2	2	2			.00047
Paronychia	31	30	31	31	1	1			.0074
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca	5	5	5	5	5	5			.0011
b. Ascites	2	2	2	2	2	2			.00047
c. Hydrothorax	1	1	1	1	1	1			.00023
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	1	1	1	1	1			.00023
Cystitis	5	5	5	5	5	5			.0011
Enuresis	1	1	1	1	1	1			.00023
Dysuria	2	2	2	2	2	2			.00047
Gonorrhoea	46	39	46	46	7	7			.011
Phimosis	4	3	4	4	1	1			.00095
Paraphimosis	1	1	1	1	1	1			.00023
Urethrae strictura	8	6	8	8	2	2			.0019
Syphilis primary	60	51	60	60	9	9			.0143

Atlantic squadron, from April 1, 1861, to September 30, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Continued.									
Syphilis secondary		15	14		15	1			.0035
Orchitis		33	31		33	2			.0079
Prostatitis		1			1	1			.0023
Varicocele		1	1		1				.0023
Balanitis		2	2		2				.0047
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia		10	9		10	1			.0023
Scrofula		1	1		1				.0023
Scorbutus		5	3		5	2			.0011
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye :									
Conjunctivitis		9	9		9				.0021
Ophthalmia		18	17		18	1			.0042
Amaurosis		1	1		1				.0023
Fistula lachrymalis		1	1		1				.0023
II. Of Ear :									
Otitis		5	5		5				.0011
Otorrhoea		1			1	1			.0023
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		7	6		7	1			.0016
Vulnus laceratum		2	1		2	1			.0047
Vulnus incisum		18	17		18	1			.0042
Vulnus punctum		13	13		13				.0031
Vulnus contusum		98	96		98	12			.0235
Vulnus sclopeticum		10	8	2	10	2		.00047	.0023
Hernia		7	7		7				.0016
Fractura		7	5	1	7	1	.142	.00023	.0016
Luxatio		5	3		5	2			.0011
Subluxatio		43	41		43	2			.0143
Contusio		121	114		121	7			.029
Ambusio		14	14		14				.0033
Abrasio		3	2		3	1			.00071
Pernio		1	1		1				.00023
Amputatio		1			1	1			.00023
Coup de soleil		1	1		1				.00023
Total		2,307	2,124	10	2,307	173	.0043	.0023	.533

NORTH ATLANTIC SQUADRON.

Established in October, 1861, embracing the coasts of Virginia and North Carolina, from October 1, 1861, to December 31, 1861. Average number of ships' companies, 4,360; total number of vessels in squadron, 21.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	1	33	32	.....	34	2	.....	.....	.0077
Remittens .....	.....	7	6	.....	7	1	.....	.....	.0016
Continua communis .....	.....	6	5	.....	6	1	.....	.....	.0013
Typhoides	1	6	5	2	7	.....	.28	.00045	.0016
Erysipelas .....	.....	2	2	.....	2	.....	.....	.....	.00045
II. <i>Ezanthemata</i> :									
Rubeola	2	14	16	.....	16	.....	.....	.....	.0036
Variola .....	.....	3	.....	.....	3	3	.....	.....	.00068
Varioloides	1	1	.....	.....	1	1	.....	.....	.00022
Urticaria	2	1	.....	.....	2	1	.....	.....	.00045
Vaccinia	2	2	.....	.....	2	2	.....	.....	.00045
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	21	21	.....	21	.....	.....	.....	.0048
Tonsillitis	1	54	53	.....	55	2	.....	.....	.0126
Parotitis .....	.....	2	2	.....	2	.....	.....	.....	.00045
Dyspepsia .....	.....	9	9	.....	9	.....	.....	.....	.002
Gastritis .....	.....	5	4	.....	5	1	.....	.....	.0011
Cholera communis .....	.....	2	2	.....	2	.....	.....	.....	.00045
Hepatitis acuta	1	1	.....	1	1	1	.....	.00022	.00022
Icterus	2	3	5	.....	5	.....	.....	.....	.0011
Splenitis .....	.....	1	1	.....	1	.....	.....	.....	.00022
Constipatio	1	40	40	.....	41	1	.....	.....	.0094
Diarrhoea acuta	6	69	73	.....	75	2	.....	.....	.017
Diarrhoea chronica	1	17	17	.....	18	1	.....	.....	.0041
Dysenteria acuta	5	15	19	.....	20	1	.....	.....	.0045
Dysenteria chronica	1	3	4	.....	4	.....	.....	.....	.00091
Colica .....	.....	10	10	.....	10	.....	.....	.....	.0022
Hæmorrhoids .....	.....	11	9	.....	11	2	.....	.....	.0025
Fistula ani	2	1	3	.....	3	.....	.....	.....	.00068
Vermes .....	.....	1	1	.....	1	.....	.....	.....	.00022
Pharyngitis .....	.....	2	2	.....	2	.....	.....	.....	.00045
CLASS 3.—Diseases of the Respiratory System.									
Asthma .....	.....	6	5	.....	6	1	.....	.....	.0013
Bronchitis acuta	9	115	107	.....	124	17	.....	.....	.028
Bronchitis chronica .....	.....	3	2	.....	3	1	.....	.....	.00068
Catarrhus	14	261	251	.....	275	24	.....	.....	.063
Laryngitis .....	.....	16	14	.....	16	2	.....	.....	.0036
Hæmoptysis .....	.....	2	2	.....	2	.....	.....	.....	.00045
Pleuritis	1	17	15	.....	18	3	.....	.....	.0041
Pneumonia	1	7	5	1	8	2	.12	.00022	.0018
Phthisis pulmonalis	1	19	14	1	20	5	.05	.00022	.0045
Influenza .....	.....	11	10	.....	11	1	.....	.....	.0025
Pleurodynia .....	.....	6	4	.....	6	2	.....	.....	.0013
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia .....	.....	6	6	.....	6	.....	.....	.....	.0013
II. Of Heart:									
Palpitatio .....	.....	3	2	1	3	.....	.33	.00022	.00068
Carditis .....	.....	1	.....	.....	1	1	.....	.....	.00022
Endocarditis .....	.....	1	.....	1	1	1	.....	.00022	.00022
Pericarditis .....	.....	1	1	.....	1	.....	.....	.....	.00022
Angina pectoris .....	.....	2	1	1	2	.....	.5	.00022	.00045
III. Of Blood Vessels:									
Aneurismus .....	.....	1	1	.....	1	.....	.....	.....	.00022
Phlebitis .....	.....	1	.....	.....	1	1	.....	.....	.00022
Varix .....	.....	4	3	.....	4	1	.....	.....	.00091

North Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Meningitis		1	1		1		1.	.00022	.00022
Cerebritis		1	1		1			.00022	.00022
Apoplexia		1	1		1			.00022	.00022
Paralysis		1			1	1		.00022	.00022
Epilepsia		6	6		6			.0013	.0013
Neuralgia		11	11		11			.0025	.0025
Mania		1	1		1			.00022	.00022
Dementia		1	1		1			.00022	.00022
Delirium tremens		2	2		2			.00045	.00045
Cephalalgia		8	8		8			.0018	.0018
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous :									
1. Papular—									
a. Lichen		3	2		3	1		.00068	.00068
b. Prurigo		1	1		1			.00022	.00022
2. Squamous—									
a. Psoriasis		1			1	1		.00022	.00022
3. Vesicular—									
A. Vesiculae—									
a. Herpes	1		1		1			.00022	.00022
b. Eczema		3	3		3			.00068	.00068
II. Cellular :									
Furunculus		22	19		22	3		.005	.005
Anthrax	2	8	9		10	1		.0022	.0022
† Abscessus	2	42	38		44	6		.01	.01
Ulcus	5	14	16		19	3		.0043	.0043
Tumor		4	4		4			.00091	.00091
Adenitis		2	2		2			.00045	.00045
CLASS 7.—Diseases of Fibrous, Muscular, and Ossous Systems.									
I. General :									
Lumbago		2	2		2			.00045	.00045
Podagra		1	0		1	1		.00022	.00022
Rheumatismus acutus		55	47		55	8		.013	.013
Rheumatismus chronicus	2	33	24		35	11		.008	.008
II. Of Bones :									
Odontalgia		4	3		4	1		.00091	.00091
Exostosis	1		1		1			.00022	.00022
Caries		1	1		1			.00022	.00022
Necrosis		1	1		1			.00022	.00022
III. Of Joints :									
Synovitis		8	8		8			.0018	.0018
Paronychia		28	22		28	6		.0064	.0064
Periostitis		1	1		1			.00022	.00022
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca		1	1		1			.00022	.00022
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		4	3		4	1		.00091	.00091
Ichuria renalis		1	1		1			.00022	.00022
Cystitis		2	2		2			.00045	.00045
Dysuria		8	8		8			.0018	.0018
Gonorrhoea	7	11	16		18	2		.0041	.0041
Phimosis	1		1		1			.00022	.00022
Urethra strictura	1	7	6		8	2		.0018	.0018
Syphilis primary	3	10	10		13	3		.0029	.0029
Syphilis secondary	1	13	12		14	2		.0032	.0032
Orethra	2	10	11		12	1		.0027	.0027
Varicocele		1	1		1			.00022	.00022
Spermatorrhoea		2	2		2			.00045	.00045

North Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of company.
CLASS 10.—<i>Cachexia, and Malignant Diseases.</i>									
Adynamia	1	1	2	.....	2	.....	.....	.....	.00045
Scrofula .....	.....	3	2	.....	3	1	.....	.....	.00068
Scorbutus .....	.....	1	1	.....	1	.....	.....	.....	.00022
CLASS 11.—<i>Diseases of the Eye and Ear.</i>									
I. <i>Of Eye:</i>									
Conjunctivitis .....	.....	4	4	.....	4	.....	.....	.....	.00091
Ophthalmia	1	10	9	.....	11	2	.....	.....	.0025
Iritis .....	.....	1	1	.....	1	.....	.....	.....	.00022
Amanroosis .....	.....	1	1	.....	1	.....	.....	.....	.00022
Cataracta .....	.....	1	1	.....	1	.....	.....	.....	.00022
II. <i>Of Ear:</i>									
Otitis .....	.....	4	3	.....	4	1	.....	.....	.00091
Otorrhoea	1	4	4	.....	5	1	.....	.....	.0011
CLASS 12.—<i>Injuries and Displacements.</i>									
Concussio cerebri .....	.....	1	.....	.....	1	1	.....	.....	.00022
Vulnus laceratum .....	.....	1	1	.....	1	.....	.....	.....	.00022
Vulnus incisum	1	14	13	.....	15	2	.....	.....	.0034
Vulnus punctum .....	.....	4	3	.....	4	1	.....	.....	.00091
Vulnus contusum	3	38	36	.....	41	5	.....	.....	.0094
Vulnus sclopeticum .....	.....	2	1	.....	2	1	.....	.....	.00045
Hernia .....	.....	8	5	.....	8	3	.....	.....	.0018
Fractura	1	6	6	.....	7	1	.....	.....	.0016
Luxatio	2	.....	2	.....	2	.....	.....	.....	.00045
Subluxatio	1	2	8	.....	10	2	.....	.....	.0022
Contusio	2	28	28	.....	30	2	.....	.....	.0068
Ambusio .....	.....	5	5	.....	5	.....	.....	.....	.0011
Abrasio .....	.....	3	1	.....	3	2	.....	.....	.00068
Pernio .....	.....	1	.....	.....	1	1	.....	.....	.00022
Amputatio	1	1	2	.....	2	.....	.....	.....	.00045
Submersio .....	.....	1	.....	1	1	.....	1.	.00022	.00022
Total	91	1,315	1,234	10	1,406	162	.0071	.0092	.32

NORTH ATLANTIC SQUADRON.

From January 1, 1862, to December 31, 1862. Average number of ships' companies, 4,029; number of vessels, 43.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—FEBRIS.									
I. Intermittens.....	1	528	519	.....	529	10	.....	.....	.13
Remittens.....	1	192	188	2	193	3	.01	.00049	.047
Continua communis.....	1	46	47	.....	47	.....	.....	.....	.011
Typhus.....	1	1	1	1	1	.....	1	.00024	.00024
Typhoides.....	64	59	5	64	.....	.....	.078	.0012	.015
II. Eczanthenata:									
Erysipelas.....	19	19	.....	19	.....	.....	.....	.....	.0047
Scarlatina.....	3	3	.....	3	.....	.....	.....	.....	.00074
Rubeola.....	41	39	1	41	1	.024	.00024	.01	.....
Varicella.....	4	3	1	4	.....	.24	.00024	.00099	.....
Urticaria.....	1	4	5	.....	5	.....	.....	.....	.0012
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	11	11	.....	11	.....	.....	.....	.....	.0027
Mal de mer.....	2	2	.....	2	.....	.....	.....	.....	.00049
Glossitis.....	3	3	.....	3	.....	.....	.....	.....	.00074
Gastrodynia.....	2	2	.....	2	.....	.....	.....	.....	.00049
Tonsillitis.....	1	96	93	.....	97	4	.....	.....	.024
Parotitis.....	33	33	.....	33	.....	.....	.....	.....	.0081
Dyspepsia.....	54	53	.....	54	1	.....	.....	.....	.013
Gastritis.....	24	23	.....	24	1	.....	.....	.....	.0059
Cholera communis.....	50	49	1	50	.....	.02	.00024	.012	.....
Hepatitis acuta.....	10	9	1	10	.....	.....	1	.00024	.0024
Hepatitis chronica.....	7	7	.....	7	.....	.....	.....	.....	.0017
Icterus.....	45	44	.....	45	1	.....	.....	.....	.011
Enteritis.....	3	3	.....	3	.....	.....	.....	.....	.00074
Constipatio.....	96	95	.....	96	1	.....	.....	.....	.023
Diarrhoea acuta.....	1	544	542	.....	545	3	.....	.....	.135
Diarrhoea chronica.....	26	25	.....	26	1	.....	.....	.....	.0064
Dysentery acuta.....	103	102	.....	103	1	.....	.....	.....	.025
Dysentery chronica.....	5	5	.....	5	.....	.....	.....	.....	.0012
Colica.....	81	81	.....	81	.....	.....	.....	.....	.02
Hæmorrhoids.....	1	29	29	.....	30	1	.....	.....	.0074
Fistula ani.....	4	4	.....	4	.....	.....	.....	.....	.00099
Vermes.....	2	2	.....	2	.....	.....	.....	.....	.00049
Pharyngitis.....	8	8	.....	8	.....	.....	.....	.....	.0019
Colica pictonum.....	2	2	.....	2	.....	.....	.....	.....	.00049
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria.....	1	1	.....	1	.....	.....	.....	.....	.00024
Asthma.....	11	9	1	11	1	.09	.00024	.....	.0027
Bronchitis acuta.....	7	167	169	.....	174	5	.....	.....	.043
Bronchitis chronica.....	1	26	27	.....	27	.....	.....	.....	.0067
Catarrhus.....	5	328	315	.....	331	16	.....	.....	.082
Laryngitis.....	21	20	1	21	.....	.047	.00024	.....	.0052
Hæmoptysis.....	18	18	.....	18	.....	.....	.....	.....	.0044
Pleuritis.....	2	45	44	.....	47	3	.....	.....	.011
Pneumonia.....	2	62	52	3	64	9	.046	.00074	.015
Phthisis pulmonalis.....	2	45	45	2	47	.....	.042	.00049	.011
Pleurodynia.....	1	13	14	.....	14	.....	.....	.....	.0034
Influenza.....	1	35	33	.....	36	3	.....	.....	.0029
Pertussis.....	2	2	.....	2	.....	.....	.....	.....	.00049
Class 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....	14	14	.....	14	.....	.....	.....	.....	.0034
II. Of Heart:									
Palpitatio.....	9	9	.....	9	.....	.....	.....	.....	.0022
Carditis.....	1	4	5	.....	5	.....	.....	.....	.0012
Endocarditis.....	6	6	.....	6	.....	.....	.....	.....	.0014
Pericarditis.....	4	4	.....	4	.....	.....	.....	.....	.00099
Dilatatio.....	1	.....	1	1	.....	1	.00024	.00024	.....
Hypertrophie.....	3	3	.....	3	.....	.....	.....	.....	.00074
Angina pectoris.....	5	5	.....	5	.....	.....	.....	.....	.0012

North Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4.—Continued.									
III. <i>Of Blood Vessels:</i>									
Phlebitis	1	1	2	.....	2	.....	.....	.....	.00049
Varix .....	.....	7	7	.....	7	.....	.....	.....	.0017
CLASS 5.— <i>Diseases of the Brain and Nervous System.</i>									
Insolatio .....	.....	1	1	.....	1	.....	.....	.....	.00024
Meningitis .....	.....	2	1	1	2	.....	.5	.00024	.00049
Cerebritis .....	.....	3	1	2	3	.....	.66	.00049	.00074
Apoplexia .....	.....	2	2	.....	2	.....	.....	.....	.00049
Paralysis	1	8	8	1	9	.....	.11	.00024	.0022
Epilepsia .....	.....	11	9	1	11	1	.09	.00024	.0027
Neuralgia	1	37	37	.....	38	1	.....	.....	.0094
Tetanus .....	.....	1	1	.....	1	.....	.....	.....	.00024
Mania .....	.....	5	5	.....	5	.....	.....	.....	.0012
Dementia .....	.....	1	1	.....	1	.....	.....	.....	.00024
Melancholia .....	.....	1	1	.....	1	.....	.....	.....	.00024
Hypochondriasis .....	.....	3	3	.....	3	.....	.....	.....	.00074
Delirium tremens .....	.....	24	23	.....	24	1	.....	.....	.0059
Irritatio spinalis .....	.....	3	3	.....	3	.....	.....	.....	.00074
Meningitis spinalis .....	.....	2	2	.....	2	.....	.....	.....	.00049
Chorea .....	.....	4	4	.....	4	.....	.....	.....	.00099
Cephalalgia .....	.....	25	25	.....	25	.....	.....	.....	.0062
Vertigo .....	.....	1	1	.....	1	.....	.....	.....	.00024
CLASS 6.— <i>Diseases of the Cutaneous and Cellular Systems.</i>									
I. <i>Cutaneous:</i>									
1. <i>Papular—</i>									
a. Lichen	1	3	4	.....	4	.....	.....	.....	.00099
b. Prurigo .....	.....	3	3	.....	3	.....	.....	.....	.00074
2. <i>Pustular—</i>									
a. Impetigo .....	.....	1	1	.....	1	.....	.....	.....	.00024
b. Ecthyma .....	.....	2	2	.....	2	.....	.....	.....	.00049
3. <i>Squamous—</i>									
a. Leprosy .....	.....	1	1	.....	1	.....	.....	.....	.00024
b. Psoriasis .....	.....	1	1	.....	1	.....	.....	.....	.00024
4. <i>Vesicular—</i>									
A. <i>Vesiculæ—</i>									
a. Herpes .....	.....	4	4	.....	4	.....	.....	.....	.00099
b. Psora .....	.....	3	3	.....	3	.....	.....	.....	.00074
c. Eczema .....	.....	9	9	.....	9	.....	.....	.....	.0022
B. <i>Bullæ—</i> a. Rupia .....	.....	1	1	.....	1	.....	.....	.....	.00024
II. <i>Cellular:</i>									
Furunculus	1	81	80	.....	82	2	.....	.....	.02
Anthrax .....	.....	8	7	.....	8	1	.....	.....	.0019
Abcessus	1	84	83	.....	85	2	.....	.....	.021
Ulcer	1	24	22	.....	25	3	.....	.....	.0062
Tumor .....	.....	7	7	.....	7	.....	.....	.....	.0017
Adenitis .....	.....	21	19	.....	21	2	.....	.....	.0052
CLASS 7.— <i>Diseases of Fibrous, Muscular, and Osseous Systems.</i>									
I. <i>General:</i>									
Lumbago .....	.....	15	14	.....	15	1	.....	.....	.0037
Rheumatismus acutus	8	168	171	.....	176	5	.....	.....	.043
Rheumatismus chronicus	5	114	111	.....	119	8	.....	.....	.029
II. <i>Of Bones:</i>									
Ostealgia .....	.....	3	3	.....	3	.....	.....	.....	.00074
Necrosis .....	.....	1	1	.....	1	.....	.....	.....	.00024
III. <i>Of Joints:</i>									
Coxalgia .....	.....	1	1	.....	1	.....	.....	.....	.00024
Synovitis .....	.....	13	13	.....	13	.....	.....	.....	.0032
Hydrarthrus .....	.....	2	2	.....	2	.....	.....	.....	.00049
Paronychia	3	67	66	.....	70	4	.....	.....	.017
Anchylolosis .....	.....	1	1	.....	1	.....	.....	.....	.00024
Periostitis .....	.....	5	4	.....	5	1	.....	.....	.0012
CLASS 8.— <i>Diseases of Serous, Exhalant, and Absorbent Systems.</i>									
Hydrops—a. Anasarca .....	.....	5	5	.....	.....	5	.....	.....	.0012

North Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		10	10		10				.0094
Ichuria renalis		2	2		2				.0049
Diabetes		2	1		2	1			.0049
Spermatorrhœa	1	4	5		5				.0012
Hæmaturia		1	1		1				.0024
Cystitis		4	4		4				.0029
Eunuresia		1	1		1				.0024
Dysuria		8	8		8				.0019
Calculus		1	1		1				.0024
Gonorrhœa	2	138	129		140	12			.0347
Phimosis		4	4		4				.0029
Paraphimosis	1	12	2		2				.0049
Urethra strictura]		18	18		19	1			.0047
Syphilis primary	2	85	79		87	8			.021
Syphilis secondary	2	38	39		40	1			.0069
Orchitis		38	35		38	3			.0084
Balanitis		1	1		1				.0024
Hæmatocœle		1	1		1				.0024
Varicocele		6	6		6				.0014
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia		35	35		35				.0096
Scrofula	1	4	5		5				.0012
Scorbutus		11	11		11				.0027
Purpura		3	3		3				.0074
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		21	18		21	3			.0052
Ophthalmia		15	15		15				.0037
Iritis		6	5		6	1			.0014
Amaurosis		5	5		5				.0012
Pterygium		1			1	1			.0024
II. Of Ear:									
Otalgia		1	1		1				.0024
Otitis		12	12		12				.0029
Otorrhœa		3	3		3				.0074
Surditas		3	3		3				.0074
CLASS 12.—Injuries and Displacements.									
Concussio cerebri	1	3	4		4				.0039
Vulnus laceratum		1	1		1				.0024
Vulnus incisum	2	43	42		45	3			.011
Vulnus punctum		23	22		23	1			.0057
Vulnus contusum	3	108	110	1	111		.009	.0024	.027
Vulnus sclopeticum	1	128	95	32	129	2	.24	.0079	.032
Hernia	1	21	20	2	22		.09	.0049	.0054
Fractura		25	23	2	25		.08	.0049	.0062
Luxatio		5	5		5				.0012
Subluxatio	1	33	31		34	3			.0084
Contusio	3	108	110		111	1			.027
Ambusio		25	24		25	1			.0062
Abrasio	1	14	15		15				.0037
Pernio		11	9		11	2			.0027
Amputatio		3	3		3				.0074
Submersio		8		8	8		.8	.0019	.0019
Congelatio		1	1		1				.0024
Coup de soleil		2	2		2				.0049
Circumcisio		1	1		1				.0024
Toxæmia		1	1		1				.0024
Total	74	4,798	4,667	64	4,872	141	.0131	.0158	1.20

NORTH ATLANTIC SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 5,801; number of vessels, 49.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	8	789	785	6	797	6	.0075	.001	.13
Remittens	3	272	271	1	275	3	.0036	.00017	.047
Continua communis	1	139	135	.....	140	5	.....	.....	.024
Typhus .....	.....	8	8	.....	8	.....	.....	.....	.0013
Typhoides	27	26	.....	1	27	.....	.037	.00017	.0046
Icterodes	2	1	1	.....	2	.....	.5	.00017	.00034
II. <i>Ezanthemata</i> :									
Erysipelas	29	29	.....	.....	29	.....	.....	.....	.0049
Scarlatina	1	1	.....	.....	1	.....	.....	.....	.00017
Rubeola	23	23	.....	.....	23	.....	.....	.....	.0039
Varicella	26	21	5	.....	26	.....	.19	.00086	.0044
Variceloides	26	26	.....	.....	26	.....	.....	.....	.0044
Urticaria	2	2	.....	.....	2	.....	.....	.....	.00034
Dengue	55	50	.....	.....	55	5	.....	.....	.0094
CLASS 2.—Diseases of the Digestive System.									
Stomatitis	14	12	.....	.....	14	2	.....	.....	.0024
Glossitis	1	1	.....	.....	1	.....	.....	.....	.00017
Tonsillitis	5	157	159	.....	162	3	.....	.....	.0279
Parotitis	32	32	.....	.....	32	.....	.....	.....	.0055
Oesophagitis	5	5	.....	.....	5	.....	.....	.....	.00086
Dyspepsia	1	40	38	.....	41	3	.....	.....	.007
Gastritis	25	24	1	.....	25	.....	.04	.00017	.0043
Hæmatemesis	2	2	.....	.....	2	.....	.....	.....	.00034
Cholera communis	21	21	.....	.....	21	.....	.....	.....	.0036
Hepatitis acuta	49	48	.....	.....	49	1	.....	.....	.0084
Hepatitis chronica	11	11	.....	.....	11	.....	.....	.....	.0018
Icterus	1	18	18	.....	19	1	.....	.....	.0032
Splenitis	1	1	.....	.....	1	.....	.....	.....	.00017
Peritonitis	5	4	1	.....	5	.....	.2	.00017	.00086
Enteritis	9	6	1	.....	9	2	.11	.00017	.0015
Constipation	1	119	120	.....	120	.....	.....	.....	.02
Diarrhoea acuta	1	588	585	.....	589	4	.....	.....	.1
Diarrhoea chronica	1	28	28	1	29	.....	.034	.00017	.0049
Dysentery acuta	149	147	1	.....	149	1	.0067	.00017	.025
Dysentery chronica	14	14	.....	.....	14	.....	.....	.....	.0024
Colica	100	99	.....	.....	100	1	.....	.....	.0172
Gastrodynia	3	3	.....	.....	3	.....	.....	.....	.0005
Hæmorrhoids	1	37	37	.....	38	1	.....	.....	.0085
Fistula ani	7	6	.....	.....	7	1	.....	.....	.0012
Prolapsus ani	2	2	.....	.....	2	.....	.....	.....	.00034
Vermes	3	3	.....	.....	3	.....	.....	.....	.0005
Pharyngitis	5	5	.....	.....	5	.....	.....	.....	.00086
Vomitus	1	1	.....	.....	1	.....	.....	.....	.00017
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria	7	7	.....	.....	7	.....	.....	.....	.0012
Asthma	11	11	.....	.....	11	.....	.....	.....	.0018
Bronchitis acuta	4	139	136	.....	143	7	.....	.....	.024
Bronchitis chronica	2	50	51	.....	52	1	.....	.....	.0089
Catarrhus	16	549	552	.....	565	13	.....	.....	.097
Laryngitis	30	30	.....	.....	30	.....	.....	.....	.0051
Hæmoptysis	22	20	.....	.....	22	2	.....	.....	.0037
Pleuritis	3	99	93	.....	102	9	.....	.....	.0175
Pneumonia	5	70	68	5	75	2	.066	.00086	.0129
Phthisis pulmonalis	53	51	1	.....	53	1	.018	.00017	.009
Influenza	3	90	93	.....	93	.....	.....	.....	.016
Pleurodynia	20	18	.....	.....	20	2	.....	.....	.0034
Epiptaxis	2	2	.....	.....	2	.....	.....	.....	.00034
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia	22	22	.....	.....	22	.....	.....	.....	.0037
II. Of Heart:									
Palpitation	37	35	.....	.....	37	2	.....	.....	.0063
Carditis	1	1	.....	.....	1	.....	.....	.....	.00017
Endocarditis	3	3	.....	.....	3	.....	.....	.....	.0005
Pericarditis	1	4	5	.....	5	.....	.....	.....	.00086

North Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
II. Of Heart:									
Dilatatio.....		3	2	1	3		.33	.00017	.0005
Hypertrophia.....		7	6		7	1			.0012
Angina pectoris.....	1	2	3		3				.0005
III. Of Blood Vessels:									
Aneurismus.....		1	1		1				.00017
Phlebitis.....		1	1		1				.00017
Varix.....		13	13		13				.0022
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio.....		1	1		1				.00017
Meningitis.....		5	5		5				.00086
Cerebritis.....		9	8	1	9		.11	.00017	.0015
Paralysis.....		6	6		6				.001
Epilepsia.....	1	33	34		34				.0058
Neuralgia.....		61	60		61	1			.01
Tetanus.....		1	1		1				.00017
Mania.....		2	2		2				.00034
Dementia.....		5	5		5				.00086
Hypochondriasis.....		2	2		2				.00034
Delirium tremens.....	1	11	12		12				.002
Irritatio spinalis.....		4	4		4				.00068
Cephalalgia.....		76	74		76	2			.013
Vertigo.....		2	2		2				.00034
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. <i>Papular</i> —									
a. Lichen.....		3	3		3				.0005
b. Prurigo.....		3	3		3				.0005
2. <i>Pustular</i> —									
a. Impetigo.....		1	1		1				.00017
b. Porrigo.....		1			1	1			.00017
c. Ecthyma.....		5	5		5				.00086
3. <i>Squamous</i> —									
a. Psoriasis.....		5	4		5	1			.00086
4. <i>Vesicular</i> —									
A. Vesiculæ—									
a. Herpes.....		6	6		6				.001
b. Psora.....		8	8		8				.0013
c. Eczema.....		4	4		4				.00068
B. Bullæ—a. Rupia.....		1	1		1				.00017
II. Cellular:									
Furunculus.....	2	201	197		203	6			.0349
Anthrax.....	1	15	16		16				.043
Abcessus.....	2	178	174		180	6			.03
Ulcus.....	4	86	85		90	5			.015
Tumor.....		10	10		10				.0017
Adentis.....	1	32	30		33	3			.0056
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago.....		2	2		2				.00034
Rheumatismus acutus.....	7	246	244		253	9			.043
Rheumatismus chronicus.....	9	184	186		193	7			.033
II. Of Bones:									
Odontalgia.....		15	15		15				.0025
Caries.....		1	1		1				.00017
Necrosis.....		4	4		4				.00068
III. Of Joints:									
Coxalgia.....		4	4		4				.00068
Synovitis.....		12	12		12				.002
Paronychia.....	3	120	118		123	5			.021
Anchylosis.....		1	1		1				.00017
Periostitis.....		5	5		5				.00086
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....		9	9		9				.0015
b. Ascites.....		3	3		3				.0005

North Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		17	17		17				.0029
Ischuria renalis		3	3		3				.0005
Diabetes	1	1	2		2				.00034
Albuminuria		1	1		1				.00017
Hæmaturia		3	3		3				.0005
Cystitis	10	9	9		10	1			.0017
Enuresis	6	6	6		6				.001
Dysuria	3	3	3		3				.0005
Calculus	5	5	5		5				.00086
Gonorrhœa	9	154	158		163	5			.028
Phimosis		8	7		8	1			.0013
Paraphimosis		5	5		5				.00086
Urethra strictura	2	24	25		26	1			.0044
Syphilis primary	9	118	119		127	8			.0218
Syphilis secondary	2	63	62		65	3			.011
Orchitis	4	70	73		74	1			.0127
Hydrocele	4	4	4		4				.00068
Balanitis		3	3		3				.0005
Varicocele	12	12	12		12				.002
Spermatorrhœa	4	4	2		4	2			.00068
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia		83	82		83	1			.014
Scrofula		3	3		3				.0005
Scorbutus	16	14			16	2			.0027
Carcinoma	1	1			1				.00017
Purpura	1	1			1				.00017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis	3	48	51		51				.0087
Ophthalmia	1	24	24		25	1			.0043
Iritis		8	8		8				.0013
Amaurosis		2	2		2				.00034
Cornelitis		1	1		1				.00017
Nyctalopia		4	4		4				.00068
Pterygium	1	4	5		5				.00068
Pistula lachrymalis		3	3		3				.0005
II. Of Ear:									
Otalgia		6	6		6				.001
Otitis		18	18		18				.0031
Otorrhœa		9	9		9				.0015
Sorditas		2	2		2				.00034
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		8	8		8				.0013
Vulnus—									
Vulnus laceratum		2	2		2				.00034
Vulnus incisum		74	72		76	4			.013
Vulnus punctum	2	28	30		30				.0051
Vulnus punctum		154	149		154	5			.026
Vulnus sclopeticum	1	65	51	15	66	22	.0025		.011
Hernia	3	33	36		36				.0062
Fractura	1	24	24		25	1			.0043
Luxatio		15	14		15	1			.0025
Subluxatio		92	92		93	1			.016
Contusio	3	264	265		267	2			.049
Ambusio	1	32	32		33	1			.0056
Abrasio		19	19		19				.0032
Perforio	2	9	11		11				.018
Submersio		10		10	10			.0017	.0017
Total	137	7,060	6,979	52	7,197	166	.0072	.0089	1.24

NORTH ATLANTIC SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 10,936;
number of vessels, 55.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febrile.									
I. Intermittens.....	7	1,505	1,498	—	1,512	14	—	—	.137
Remittens.....	6	354	348	2	360	10	.0055	.00018	.022
Continua communis.....	1	223	216	—	224	8	—	—	.02
Typhus.....	—	7	3	3	7	1	.42	.00027	.00063
Typhoides.....	—	57	47	6	57	4	.10	.00054	.0051
Icterodes.....	—	5	5	—	5	—	—	—	.00045
II. Erythematous:	—	—	—	—	—	—	—	—	—
Erysipelas.....	—	69	67	2	69	—	.029	.00018	.0062
Scarlatina.....	—	9	9	—	9	—	—	—	.00081
Rubeola.....	—	40	40	—	40	—	—	—	.006
Varicella.....	—	11	10	1	11	—	.09	.00009	.001
Varicellolides.....	—	10	10	—	10	—	—	—	.0009
Varicella.....	—	2	2	—	2	—	—	—	.00018
Urticaria.....	—	5	5	—	5	—	—	—	.00045
Vaccinia.....	—	1	1	—	1	—	—	—	.00009
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	2	35	36	—	37	1	—	—	.0033
Tonsillitis.....	3	213	216	—	216	—	—	—	.019
Parotitis.....	—	122	120	—	122	2	—	—	.011
Gastrodynia.....	—	1	1	—	1	—	—	—	.00009
Dyspepsia.....	—	95	92	—	95	3	—	—	.0036
Gastritis.....	—	56	56	—	56	—	—	—	.005
Hæmatemesis.....	—	2	2	—	2	—	—	—	.00018
Cholera communis.....	6	64	68	1	70	1	.014	.00009	.0063
Hepatitis acuta.....	—	85	82	—	85	3	—	—	.0077
Hepatitis chronica.....	—	11	11	—	11	—	—	—	.001
Icterus.....	1	37	37	—	38	1	—	—	.0034
Splenitis.....	—	4	4	—	4	—	—	—	.00036
Peritonitis.....	—	6	4	2	6	—	.33	.00018	.00054
Enteritis.....	2	15	17	—	17	—	—	—	.0015
Constipatio.....	—	398	397	1	398	—	.0025	.00009	.036
Diarrhoea acuta.....	3	1,186	1,179	1	1,189	9	.00084	.00009	.1
Diarrhoea chronica.....	1	131	125	1	132	6	.0075	.00009	.012
Dysenteria acuta.....	1	257	253	5	258	—	.019	.00045	.023
Dysenteria chronica.....	—	37	37	—	37	—	—	—	.0033
Colica.....	—	211	209	—	211	2	—	—	.019
Hæmorrhoids.....	1	111	110	—	112	2	—	—	.01
Fistula ani.....	—	7	7	—	7	—	—	—	.00063
Prolapsus ani.....	—	3	3	—	3	—	—	—	.00027
Vermes.....	—	3	3	—	3	—	—	—	.00027
Fistula perineæ.....	—	1	1	—	1	—	—	—	.00009
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria.....	—	1	—	1	1	—	.1	.00009	.00009
Asthma.....	—	32	29	—	32	3	—	—	.0029
Bronchitis acuta.....	5	579	554	2	584	28	.0034	.00018	.053
Bronchitis chronica.....	2	121	115	—	123	8	—	—	.011
Catarrhus.....	14	848	842	—	862	20	—	—	.078
Laryngitis.....	—	52	45	—	52	7	—	—	.0047
Hæmoptysis.....	1	30	30	—	31	1	—	—	.0028
Pleuritis.....	6	182	178	1	188	9	.0053	.00009	.017
Pneumonia.....	—	132	113	10	132	9	.075	.0009	.012
Phthisis pulmonalis.....	1	101	89	5	102	8	.049	.00045	.0092
Influenza.....	1	34	35	—	35	—	—	—	.003
Pleurodynia.....	2	47	48	—	49	1	—	—	.0044
Epistaxis.....	—	2	2	—	2	—	—	—	.00018
CLASS 4.—Diseases of the Circulatory System.									
I. General:	—	—	—	—	—	—	—	—	—
Anæmia.....	—	52	51	1	52	—	.019	.00009	.0047
Plethora.....	—	15	15	—	15	—	—	—	.0013

North Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4.—Continued.									
II. Of Heart :									
Syncope		1	1		1				.00009
Palpitatio	2	70	68		72	4			.0065
Carditis		11	11		11				.001
Endocarditis		5	4		5	1			.00045
Pericarditis		6	4		6	2			.00054
Dilatatio		2	2		2				.00018
Hypertrophis	1	19	19	1	20		.05	.00009	.0018
Angina pectoris		13	12	1	13		.076	.00009	.0011
III. Of Blood Vessels :									
Aneurismus		2	2		2				.00018
Phlebitis		1	1		1				.00009
Varix		16	15		16	1			.0014
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		6	6		6				.00054
Meningitis		1		1	1		.1	.00009	.00009
Cerebritis		5	4	1	5		.2	.00009	.00045
Apoplexia		6	2	4	6		.66	.00036	.00054
Paralysis		15	14		15	1			.0013
Epilepsia		73	71	1	73	1	.013	.00009	.0066
N-uralgia	2	111	110		113	3			.01
Tetanus		1	1		1				.00009
Mania		3	2		3	1			.00027
Dementia		14	14		14				.0012
Melancholia		6	6		6				.00054
Hypochondriasis		4	4		4				.00036
Delirium tremens		11	11		11				.001
Irritatio spinalis		27	25		27	2			.0024
Vertigo		1	1		1				.00009
Convulsions		3	3		3				.00027
Hysteria		2	2		2				.00018
Cephalalgia	2	153	153		155	2			.014
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous :									
1. Papular—									
a. Lichen		9	9		9				.00061
b. Prurigo		7	7		7				.00063
2. Pustular—									
a. Impetigo		21	21		21				.0019
b. Tinea	1		1		1				.00009
c. Ecthyma		13	13		13				.0011
d. Acne		3	2		3	1			.00027
3. Squamous—									
a. Lepra		2	2		2				.00018
b. Psoriasis	1	3	4		4				.00036
4. Vesicular—									
A. Vesiculae—									
a. Herpes		20	18		20	2			.0018
b. Psora		17	16	1	17		.058	.00009	.0015
c. Eczema		28	27		28	1			.0025
B. Bullae—a. Pemphigus		6	6		6				.00054
II. Cellular :									
Furunculus	5	302	304		307	3			.0279
Anthrax		27	26		27	1			.0024
Abcessus	4	320	313		324	11			.029
Ulcus	4	106	99	1	110	10	.009	.00009	.01
Tumor		18	18		18				.0016
Adenitis	3	53	54		56	2			.035
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General :									
Lumbago		4	4		4				.00036
Podagra		2	2		2				.00018
Rheumatismus acutus	8	532	518		540	22			.049
Rheumatismus chronicus	9	362	346		371	25			.033

North Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7—Continued.									
II. <i>Of Bones:</i>									
Odontalgia.....		58	58		58				.0052
Necrosis.....		4	4		4				.00036
III. <i>Of Joints:</i>									
Coxalgia.....		1	1		1				.00009
Synovitis.....		23	21		23	2			.002
Paronychia.....	5	184	184		189	5			.017
Anchylousia.....		3	3		3				.00027
Periostitis.....		7	7		7				.00063
CLASS 8.— <i>Diseases of Serous, Exhalant, and Absorbent Systems.</i>									
Hydrops— <i>a. Anasarca</i>		16	15		16	1			.0014
<i>b. Ascites</i>		9	8	1	9		.11	.00009	.00081
<i>c. Hydrothorax</i>		1	1		1				.00049
CLASS 9.— <i>Diseases of the Genito-Urinary System.</i>									
Nephritis.....	1	36	33		37	4			.0833
Ischuria renalis.....		10	8	1	10	1	.1	.00009	.0009
Diabetes.....		6	6		6				.00054
Albuminuria.....		4	4		4				.00036
Hæmaturia.....		3	3		3				.00027
Cystitis.....		7	7		7				.00063
Enuresis.....		8	8		8				.00072
Dysuria.....		10	10		10				.0009
Gonorrhœa.....	5	198	198		203	5			.018
Phimosis.....	1	12	13		13				.0011
Paraphimosis.....		3	3		3				.00027
Urethra strictura.....	1	30	28		31	3			.0028
Syphilis primary.....	8	232	232		240	8			.021
Syphilis secondary.....	4	164	158		168	10			.015
Syphilis tertiary.....		4	2	1	4	1	.25	.00009	.00036
Orchitis.....	3	133	134		136	2			.012
Hydrocele.....		4	3		4	1			.00036
Varicocele.....		15	15		15				.0013
Spermatorrhœa.....	2	3	5		5				.00045
CLASS 10.— <i>Cachexia and Malignant Diseases.</i>									
Adynamia.....	1	201	198	1	202	3	.0049	.00009	.018
Scrofula.....		16	14		16	2			.0014
Scorbutus.....		24	23	1	24		.041	.00009	.0021
Carcinoma.....	1		1		1				.00009
Purpura.....		1	1		1				.00049
CLASS 11.— <i>Diseases of the Eye and Ear.</i>									
I. <i>Of Eye:</i>									
Conjunctivitis.....	1	83	80		84	4			.0076
Ophthalmia.....	1	45	45		46	1			.0041
Iritis.....		8	8		8				.00072
Corneitis.....		1	1		1				.00009
Amaurosis.....		12	12		12				.001
Hemeralopia.....		15	14		15	1			.0013
Nyctalopia.....		4	4		4				.00036
Cataracta.....		2	2		2				.00018
Pterygium.....		1	1		1				.00009
Fistula lachrymalis.....		1	1		1				.00009
II. <i>Of Ear:</i>									
Otalgia.....		36	35		36	1			.0032
Otitis.....		24	23		24	1			.0021
Otorrhœa.....		22	20		22	2			.002
Surditas.....		5	3		5	2			.00045

North Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....	.....	11	7	3	11	1	.97	.00027	.001
<i>Vulnus—</i>									
Vulnus laceratum.....	.....	12	10	.....	12	2	.....	.....	.001
Vulnus incisum.....	4	146	145	1	150	4	.0066	.00009	.013
Vulnus punctum.....	1	49	47	.....	50	3	.....	.....	.0045
Vulnus contusum.....	4	323	308	.....	327	19	.....	.....	.029
Vulnus sclopeticum.....	4	105	58	41	105	6	.39	.0037	.0085
Hernia.....	2	68	67	.....	70	2	.....	.....	.0063
Fractura.....	.....	100	88	8	100	4	.08	.00072	.009
Luxatio.....	.....	28	28	.....	28	.....	.....	.....	.0025
Subluxatio.....	3	135	133	.....	138	5	.....	.....	.0125
Contusio.....	3	409	366	.....	412	14	.....	.....	.0374
Ambustio.....	1	112	102	2	113	9	.017	.00018	.01
Abrasio.....	.....	42	42	.....	42	.....	.....	.....	.0038
Pernio.....	.....	28	27	.....	28	1	.....	.....	.0025
Amputatio.....	.....	3	3	.....	3	.....	.....	.....	.00027
Congelatio.....	.....	1	1	.....	.....	.....	.....	.....	.00009
Submersio.....	.....	38	.....	38	38	.....	.38	.0034	.0034
Total.....	160	13,359	12,977	154	13,519	388	.0113	.014	1.23

NORTH ATLANTIC SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies 5,807
number of vessels 120.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	9	337	336	1	346	9	.0028	.00017	.059
Remittens.....	49	48	48	1	50	1	.02	.00017	.0066
Continua communis.....	61	60	60	2	66	4	.03	.00034	.011
Typhus.....	10	1	.....	.....	1	.....	.....	.....	.00017
Typhoides.....	2	25	19	7	27	1	.259	.0012	.0046
Icterodes.....	.....	6	6	.....	6	.....	.....	.....	.001
II. Exanthemata:									
Erysipelas.....	.....	23	23	.....	23	.....	.....	.....	.0039
Rubeola.....	.....	1	1	.....	1	.....	.....	.....	.00017
Variceloides.....	.....	2	2	.....	2	.....	.....	.....	.00034
Varicella.....	.....	1	1	.....	1	.....	.....	.....	.00017
Urticaria.....	.....	3	3	.....	3	.....	.....	.....	.00051
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	1	14	15	.....	15	.....	.....	.....	.0025
Tonsillitis.....	1	64	65	.....	65	.....	.....	.....	.011
Paretitis.....	1	16	17	.....	17	.....	.....	.....	.0029
Dyspepsia.....	.....	16	15	.....	16	1	.....	.....	.0027
Gastritis.....	.....	13	12	.....	13	1	.....	.....	.0022
Cholera communis.....	.....	5	5	.....	5	.....	.....	.....	.0008
Hepatitis acuta.....	1	8	9	.....	9	.....	.....	.....	.0015
Hepatitis chronica.....	.....	2	2	.....	2	.....	.....	.....	.0003
Icterus.....	16	10	1	.....	16	5	.062	.00017	.0027
Splenitis.....	1	.....	1	.....	1	.....	.....	.....	.0001

North Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted,	Discharged,	Died,	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2—Continued.									
Enteritis		1		1	1		.1	.00017	.00017
Constipation		146	144		146	2			.025
Diarrhœa acuta	6	176	182		182				.031
Diarrhœa chronica	6	22	28		28				.0048
Dysentery acuta		36	32		36	4			.0061
Dysentery chronica		3	3		3				.00051
Colica	1	25	25		26	1			.0044
Hæmorrhoids	2	19	21		21				.0036
Fistula ani		3	3		3				.00051
Prolapsus ani		2	2		2				.00034
Pharyngitis		1	1		1				.00017
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria		2	2		2				.00034
Asthma		3	3		3				.00051
Bronchitis acuta	13	204	217		217				.037
Bronchitis chronica	6	43	48		49	1			.0084
Catarrhus	10	302	311		312	1			.053
Laryngitis	4	15	19		19				.0022
Hæmoptysis		6	6		6				.001
Pleuritis	6	54	57	1	60	2	.0166	.00017	.01
Pneumonia	4	42	43	2	46	1	.043	.00034	.00079
Phthisis pulmonalis	4	48	47	3	52	2	.057	.00051	.0089
Influenza		112	112		112				.019
Pleurodynia	1	8	9		9				.0015
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia	1	17	17		18	1			.003
II. Of Heart:									
Palpitation	2	15	16		17	1			.0029
Carditis		1	1		1				.00017
Endocarditis		3	3		3				.00051
Pericarditis	1	3	4		4				.00028
Dilatatio		2	2		2				.00034
Hypertrophia		1	1		1				.00017
Angina pectoris		4	4		4				.00068
III. Of Blood Vessels:									
Varix	1	0	1		1				.00017
CLASS 5.—Diseases of the Brain and Nervous System.									
Cerebritis		2	2		2				.00034
Paralysis	1	5	6		6				.001
Epilepsia	1	17	13	5	18		.27	.00086	.003
Neuralgia	1	26	27		27				.0046
Mania		2	2		2				.00034
Dementia		2	2		2				.00034
Melancholia		1	1		1				.00017
Hysteria		1	1		1				.00017
Irritatio spinalis	2	2	4		4				.00068
Cephalalgia	1	13	14		14				.0034
Concussio spinalis		3	3		3				.00051
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular:									
a. Lichen		1	1		1				.00017
b. Prurigo		1	1		1				.00017
2. Pustular:									
a. Impetigo		2	2		2				.00034
b. Acne	1	3	4		4				.00068
4. Vesicular:									
A. Vesiculis—									
a. Herpes	2	2	4		4				.00068
b. Psora		8	8		8				.0013
c. Eozema		22	22		22				.0036

North Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
B. Bullæ—a. Pemphigus.....		1	1		1				.00017
II. Cellular:									
Furunculus.....	3	42	45		45				.0077
Anthrax.....		3	3		3				.00051
Abscessus.....	6	66	74		74				.0127
Ulcus.....	6	21	26		27	1			.0046
Tumor.....		7	7		7				.0012
Adenitis.....		23	21		23	2			.0039
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago.....		1	1		1				.00017
Rheumatismus acutus.....	5	170	171	3	175	1	.017	.00051	.03
Rheumatismus chronicus.....	19	96	112		115	3			.019
II. Of Bones:									
Odontalgia.....		15	15		15				.0025
Caries.....		1	1		1				.00017
Neerosis.....		2	2		2				.00034
III. Of Joints:									
Synovitis.....	1	4	5		5				.00086
Paronychia.....	3	53	52		56	4			.0096
Anchylosis.....	1				1	1			.00017
Periostitis.....		1	1		1				.00017
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....		3	3		3				.00051
b. Ascites.....		4	4		4				.00068
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	3	8	10		11	1			.0018
Albuminuria.....		1	1		1				.00017
Hæmaturia.....		1	1		1				.00017
Cystitis.....		1	1		1				.00017
Enuresis.....		3	3		3				.00051
Dysuria.....		1	1		1				.00017
Calculus.....		1	1		1				.00017
Gonorrhœa.....		66	65		66	1			.011
Phimosis.....		11	11		11				.0018
Paraphimosis.....		3	3		3				.00051
Urethra Stricture.....	3	6	9		9				.0015
Syphilis primary.....	3	28	29		31	2			.0053
Syphilis secondary.....	8	37	42		45	3			.0077
Orethritis.....	1	28	27		29	2			.0049
Hydrocele.....	1	14	15		15				.0025
Varicocele.....		4	3		4	1			.00068
CLASS 10.—Cachexie, and Malignant Diseases.									
Adynamia.....	3	36	38		39	1			.0067
Scrofula.....		9	9		9				.0015
Scorbutus.....		5	5		5				.00086
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis.....	2	19	21		21				.0036
Ophthalmia.....	1	16			17				.0029
Amaurosis.....		2	2		2				.00034
Hemeralopia.....		1	1		1				.00017
Cataracta.....		1	1		1				.00017
Pterygium.....		2	2		2				.00034

North Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 11.—Continued.									
II. <i>Of Ear:</i>									
Otalgia.....	1	5	6	.....	6	.....	.....	.....	.001
Otitis.....	1	1	2	.....	2	.....	.....	.....	.00034
Otorrhoea.....	2	6	8	.....	8	.....	.....	.....	.0013
Surditas.....	.....	1	1	.....	1	.....	.....	.....	.00017
CLASS 12.— <i>Injuries and Displacements.</i>									
Concussio cerebri.....	.....	3	3	.....	3	.....	.....	.....	.00051
Vulnus—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vulnus laceratum.....	1	1	2	.....	2	.....	.....	.....	.00034
Vulnus incisum.....	1	24	25	.....	25	.....	.....	.....	.0043
Vulnus punctum.....	1	17	18	.....	18	.....	.....	.....	.003
Vulnus contusum.....	10	63	69	3	73	1	.041	.00051	.012
Vulnus sclopeticum.....	3	104	87	20	107	.....	.186	.0024	.018
Hernia.....	2	12	14	.....	14	.....	.....	.....	.0024
Fractura.....	4	20	24	.....	24	.....	.....	.....	.0041
Luxatio.....	.....	3	2	.....	3	1	.....	.....	.00051
Subluxatio.....	4	43	47	.....	47	.....	.....	.....	.008
Contusio.....	9	91	100	.....	100	.....	.....	.....	.017
Ambustio.....	7	13	20	.....	20	.....	.....	.....	.0034
Abrasio.....	.....	49	49	.....	49	.....	.....	.....	.0024
Pernio.....	1	12	13	.....	13	.....	.....	.....	.0022
Amputatio.....	.....	1	1	.....	1	.....	.....	.....	.00017
Submersio.....	.....	5	.....	5	5	.....	.....	.00086	.00086
Total.....	223	3,380	3,485	55	3,603	63	.0132	.0024	.02

SOUTH ATLANTIC SQUADRON.

Established in October, 1861, embracing the coasts of South Carolina, Georgia, and the eastern part of the Florida peninsula. From October 1, 1861, to December 31, 1861; average number of ships' companies, 5,693; total number of vessels in squadron, 31.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.— <i>Febris.</i>									
I. <i>Intermittens.</i>									
Intermittens.....	5	52	55	.....	57	2	.....	.....	.01
Remittens.....	.....	13	13	.....	13	.....	.....	.....	.0022
Continua communis.....	2	33	30	.....	35	5	.....	.....	.0061
Typhoides.....	5	3	7	.....	8	1	.....	.....	.0014
II. <i>Eczanthenata:</i>									
Erysipelas.....	.....	2	2	.....	3	1	.....	.....	.00022
Rubeola.....	.....	6	6	.....	6	.....	.....	.....	.001
Varioloides.....	.....	1	.....	.....	1	1	.....	.....	.00017
Urticaria.....	.....	2	2	.....	2	.....	.....	.....	.00035
CLASS 2.— <i>Diseases of the Digestive System.</i>									
Stomatitis.....	.....	21	21	.....	21	.....	.....	.....	.0036
Tonillitis.....	2	24	26	.....	26	.....	.....	.....	.0045
Parotitis.....	.....	4	4	.....	4	.....	.....	.....	.0007
Dyspepsia.....	1	9	10	.....	10	.....	.....	.....	.0017
Gastritis.....	.....	10	9	.....	10	1	.....	.....	.0017
Cholera communis.....	.....	5	5	.....	5	.....	.....	.....	.00027
Icterus.....	1	2	2	.....	3	1	.....	.....	.00032

South Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2.—Continued.									
Peritonitis.....		1	1		1				.00017
Enteritis.....		1	1		1				.00017
Constipation.....		13	13		13				.0022
Diarrhoea acuta.....	7	126	129		133	4			.023
Diarrhoea chronica.....		4	4		4				.0007
Dysentery acuta.....		37	33		37	4			.0065
Dysentery chronica.....		1			1	1			.00017
Colica.....		13	12		13	1			.0022
Hæmorrhoids.....		14	14		14				.0024
Vermes.....		2	2		2				.00035
CLASS 3.—Diseases of the Respiratory System.									
Asthma.....		2	2		2				.00035
Bronchitis acuta.....	1	45	44		46	2			.008
Bronchitis chronica.....		3	2		3	1			.00052
Catarrhus.....	9	319	298		298	30			.057
Laryngitis.....		1	1		1				.00017
Hæmoptysis.....		7	7		7				.0012
Pleuritis.....	1	18	19		19				.0033
Epistaxis.....		1	1		1				.00017
Phthisis pulmonalis.....	2	19	17		21	4			.0036
Influenza.....	7	15	22		22				.0039
Pleurodynia.....	1	3	3		4	1			.0007
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		2	2		2				.00035
II. Of Heart:									
Palpitation.....		6	4		6	2			.001
Endocarditis.....	1	1			1	1			.00017
Hypertrophia.....		2	1		2	1			.00035
Angina pectoris.....		2	2		2				.00035
III. Of Blood Vessels:									
Aneurismus.....		1	1		1				.00017
Varix.....		1			1	1			.00017
CLASS 5.—Diseases of the Brain and Nervous System.									
Cephalalgia.....		3	3		3				.00052
Cerebritis.....		1	1		1				.00017
Epilepsia.....	1	11	9		12	3			.0021
Neuralgia.....	1	16	16		17	1			.0029
Dementia.....		1	1		1				.00017
Melancholia.....		2	2		2				.00035
Delerium tremens.....		3	3		3				.00052
Irritatio spinalis.....		1	1		1				.00017
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen.....		1	1		1				.00017
2. Pustular—									
a. Impetigo.....		1	1		1				.00017
b. Acne.....		1	1		1				.00017
3. Vesicular—									
A. Vesicular—									
a. Herpes.....		2	1		2	1			.00035
II. Cellular:									
Furunculosis.....	2	49	51		51				.0089
Anthrax.....		3	1		3	2			.00052
Abcessus.....	1	36	33		37	4			.0065
Ulcus.....		16	15		16	1			.0028
Tumor.....		8	8		8				.0014
Adenitis.....	1	5	5		6	1			.001

South Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra	1	.....	.....	1	1	.....	.....	.00017
Rheumatismus acutus	3	93	86	96	10	.....	.....	.016
Rheumatismus chronicus	4	35	32	39	7	.....	.....	.0068
II. Of Bones:									
Odontalgia	1	1	.....	1	.....	.....	.....	.00017
III. Of Joints:									
Paronychia	1	48	42	49	7	.....	.....	.0086
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	1	.....	1	.....	.....	.....	.00017
Cystitis	1	1	.....	1	.....	.....	.....	.00017
Enuresis	16	12	.....	16	4	.....	.....	.0028
Dysuria	1	1	.....	1	.....	.....	.....	.00017
Calculus	1	.....	.....	1	1	.....	.....	.00017
Gonorrhoea	1	23	22	24	2	.....	.....	.0042
Paraphimosis	1	.....	.....	1	.....	.....	.....	.00017
Urethra strictura	8	6	1	8	1	.125	.00017	.0014
Syphilis primary	2	30	29	32	3	.....	.....	.0056
Syphilis secondary	2	15	14	17	3	.....	.....	.0029
Orchitis	1	14	13	15	3	.....	.....	.0026
Prostatitis	1	.....	1	1	.....	.....	.....	.00017
Varicocele	1	1	.....	1	.....	.....	.....	.00017
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia	6	2	.....	6	4	.....	.....	.001
Scrofula	4	3	.....	4	1	.....	.....	.0007
Scorbutus	2	25	24	27	3	.....	.....	.0047
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis	4	4	.....	4	.....	.....	.....	.0007
Ophthalmia	20	18	.....	20	2	.....	.....	.0035
Iritis	2	2	.....	2	.....	.....	.....	.00035
Amaurosis	1	1	.....	1	.....	.....	.....	.00017
II. Of Ear:									
Otalgia	2	2	.....	2	.....	.....	.....	.00035
Otitis	5	5	.....	5	.....	.....	.....	.00027
Surditas	1	1	.....	1	.....	.....	.....	.00017
CLASS 12.—Injuries and Displacements.									
Concussio cerebri	3	1	2	3	.....	.66	.00035	.00028
Vulnus incisum	19	19	.....	19	.....	.....	.....	.0033
Vulnus punctum	3	2	.....	3	.....	.....	.....	.00028
Vulnus contusum	8	47	46	55	9	.....	.....	.0086
Vulnus sclopeticum	1	25	17	26	1	.3	.0014	.0045
Hernia	1	4	5	5	.....	.....	.....	.00027
Fractura	3	5	1	6	.....	.16	.00017	.001
Luxatio	3	3	.....	3	.....	.....	.....	.00038
Subluxatio	17	17	.....	17	.....	.....	.....	.0029
Contusio	8	49	54	57	3	.....	.....	.01
Ambusio	12	11	.....	12	1	.....	.....	.0021
Abrasio	1	8	9	9	.....	.....	.....	.0015
Total	87	1,563	1,493	12	1,650	.0072	.0021	.0029

SOUTH ATLANTIC SQUADRON.

From January 1, 1862, to December 31, 1862. Average number of ships' companies, 5,722; number of vessels, 52.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	4	307	308	.....	311	3	.....	.....	.054
Remittens.....	.....	176	172	4	176	.....	.022	.00069	.03
Continua communis.....	5	79	80	1	84	3	.011	.00017	.014
Typhoides.....	1	15	14	2	16	.....	.125	.00034	.027
Icterodes.....	.....	3	3	.....	3	.....	.....	.....	.00052
II. Erysipelata:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erysipelas.....	.....	28	26	2	28	.....	.071	.00034	.0048
Scarlatina.....	.....	1	1	.....	1	.....	.....	.....	.00017
Rubeola.....	.....	14	12	2	14	.....	.142	.00034	.024
Varioloides.....	1	3	4	.....	4	.....	.....	.....	.00069
Varicella.....	.....	1	1	.....	1	.....	.....	.....	.00017
Urticaria.....	13	13	.....	.....	13	.....	.....	.....	.022
Millaria.....	1	1	.....	.....	1	.....	.....	.....	.00017
Vaccinia.....	.....	1	1	.....	1	.....	.....	.....	.00017
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	.....	12	10	.....	12	2	.....	.....	.002
Tonsillitis.....	.....	119	118	.....	119	1	.....	.....	.02
Paretitis.....	.....	10	10	.....	10	.....	.....	.....	.0017
Stricture recti.....	.....	1	1	.....	1	.....	.....	.....	.00017
Dyspepsia.....	.....	56	57	.....	58	1	.....	.....	.01
Gastritis.....	.....	28	28	.....	28	.....	.....	.....	.0048
Hæmatemesis.....	.....	2	2	.....	2	.....	.....	.....	.00034
Cholera communis.....	.....	28	28	.....	28	.....	.....	.....	.0048
Hepatitis acuta.....	.....	24	24	.....	24	.....	.....	.....	.0041
Hepatitis chronica.....	.....	17	16	.....	17	1	.....	.....	.029
Icterus.....	1	25	26	.....	26	.....	.....	.....	.0045
Peritonitis.....	.....	2	2	.....	2	.....	.....	.....	.00034
Enteritis.....	.....	5	4	1	5	.....	.2	.00017	.00067
Constipatio.....	.....	138	137	.....	138	1	.....	.....	.024
Diarrhoea acuta.....	3	372	373	.....	375	2	.....	.....	.065
Diarrhoea chronica.....	.....	34	30	1	34	3	.029	.00017	.0059
Dysentery acuta.....	.....	173	170	2	173	1	.011	.00034	.03
Dysentery chronica.....	2	4	6	.....	6	.....	.....	.....	.001
Colica.....	.....	48	48	.....	48	.....	.....	.....	.0063
Hæmorrhoids.....	.....	51	49	.....	51	2	.....	.....	.0069
Fistula ani.....	.....	3	3	.....	3	.....	.....	.....	.00059
Prolapsus ani.....	.....	2	2	.....	2	.....	.....	.....	.00034
Vermes.....	.....	2	2	.....	2	.....	.....	.....	.00034
Pharyngitis.....	.....	3	3	.....	3	.....	.....	.....	.00052
CLASS 3.—Diseases of the Respiratory System.									
Asthma.....	.....	14	13	.....	14	1	.....	.....	.0024
Bronchitis acuta.....	.....	166	156	1	166	9	.006	.00017	.029
Bronchitis chronica.....	1	32	31	.....	33	2	.....	.....	.0057
Catarrhus.....	12	667	657	.....	679	22	.....	.....	.118
Laryngitis.....	.....	24	23	1	24	.....	.041	.00017	.0041
Hæmoptysis.....	.....	27	26	1	27	.....	.037	.00017	.0047
Pleuritis.....	.....	119	118	.....	119	1	.....	.....	.02
Pneumonia.....	3	60	57	1	63	5	.016	.00017	.011
Phthisis pulmonalis.....	3	56	57	.....	59	2	.....	.....	.01
Influenza.....	.....	86	85	.....	86	1	.....	.....	.015
Pleurodynia.....	1	21	21	.....	22	1	.....	.....	.0038
CLASS 4.—Diseases of the Circulatory System.									
I. General:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anæmia.....	.....	21	21	.....	21	.....	.....	.....	.0036
Plethora.....	.....	1	1	.....	1	.....	.....	.....	.00017
II. Of Heart:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Palpitatio.....	2	27	28	.....	29	1	.....	.....	.005
Carditis.....	.....	3	3	.....	3	.....	.....	.....	.00059
Endocarditis.....	.....	5	5	.....	5	.....	.....	.....	.00067
Pericarditis.....	.....	2	2	.....	2	.....	.....	.....	.00034

South Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
Dilatatio		1	1		1				.00017
Hypertrophia	1	9	9		10	1			.0017
Angina pectoris		4	1	1	4	2	.25	.00017	.00069
III. <i>Of Blood Vessels:</i>									
Aneurismus		3	3		3				.00033
Varix	1	7	8		8				.0013
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		7	7		7				.0019
Cerebritis		4	4		4				.00099
Apoplexia		3	1	2	3		.66	.00034	.00032
Paralysis		3	3		3				.00033
Epilepsia	2	39	39	1	41	1	.024	.00017	.0071
Neuralgia		69	67		69	2			.012
Mania		5	5		5				.00087
Dementia		4	4		4				.00069
Melancholia		1	1		1				.00017
Hypochondriasis		1	1		1				.00017
Delirium tremens		11	11		11				.0019
Irritatio spinalis		3	3		3				.00034
Cephalalgia		51	50		51	1			.0089
Vertigo		2	2		2				.00034
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. <i>Cutaneous:</i>									
1. <i>Papular:</i>									
a. Lichen		8	8		8				.0013
b. Prurigo		3	3		3				.00033
2. <i>Pustular:</i>									
a. Impetigo		6	6		6				.001
b. Ecthyma		3	3		3				.00033
c. Acne		1	1		1				.00017
3. <i>Squamous:</i>									
a. Psoriasis		2	2		2				.00034
4. <i>Vesicular:</i>									
A. <i>Vesiculae:</i>									
a. Herpes		14	14		14				.0024
b. Psoia		5	5		5				.00087
c. Eczema		19	19		19				.0033
B. <i>Bulla</i> —a. <i>Rupia</i>		2	2		2				.00034
II. <i>Cellular:</i>									
Furunculus	2	350	343		350	7			.061
Anthrax	1	12	13		14	1			.0024
Abcessus	1	137	134		138	4			.094
Ulcus	1	58	52		59	7			.01
Tumor	1	5	6		6				.001
Adenitis	1	14	15		15				.0026
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. <i>General:</i>									
Podagra		1	1		1				.0017
Rheumatismus acutus	4	335	328	1	339	10	.0029	.00017	.059
Rheumatismus chronicus	4	190	181		194	13			.033
II. <i>Of Bones:</i>									
Odontalgia	2	14	16		16				.0027
Caries		2	2		2				.00034
Necrosis		1	1		1				.00017
III. <i>Of Joints:</i>									
Synovitis		22	18		22	4			.0038
Hydrarthrus		2	1		2	1			.00026
Paronychia	5	93	96		96	2			.0171
Anchylolasis		2	2		2				.00034
Periostitis		7	7		7				.0013
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca		5	5		5				.00087
b. Ascites		6	6		6				.001

South Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		9	7	1	9	1	.11	.00017	.0015
Ichuria renalis		6	6		6				.001
Diabetes		5	5		5				.00087
Albuminuria		1	1		1				.00017
Hæmaturia		7	6		7	1			.0012
Cystitis		10	10		10				.0017
Enuresis	4	10	14		14				.0024
Dysuria		7	6		7	1			.0012
Calculus		1	1		1				.00017
Gonorrhœa	2	111	104		113	9			.019
Phimosis		5	5		5				.00087
Paraphimosis		1	1		1				.00017
Urethra strictura	1	26	27		27				.0047
Syphilis primary	2	118	116		120	4			.02
Syphilis secondary	3	82	75		85	10			.014
Orchitis	3	50	53		53				.0082
Hydrocele		1	1		1				.00017
Varicocele		3	3		3				.00052
Balanitis		3	3		3				.00052
CLASS 10.—Cæcæmia, and Malignant Diseases.									
Adynamia	1	54	53		55	2			.0096
Scrofula		11	11		11				.0019
Scorbutus	1	11	11		12	1			.002
Marasmus		1	1		1				.00017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		53	51		53	2			.0092
Ophthalmia	1	21	21		22	1			.0038
Iritis	1	2	3		3				.00052
Amaurosis		10	10		10				.0017
Hemeralopia		2	2		2				.00034
Nyctalopia		4	4		4				.00069
Fistula lachrymalis		1	1		1				.00017
II. Of Ear:									
Otalgia		12	12		12				.002
Otitis		11	11		11				.0019
Otorrhœa		5	5		5				.00087
Surditas		2	2		2				.00034
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		12	8	8	12	1	.25	.00052	.002
Vulnus.									
Vulnus laceratum	1	4	5		5				.00087
Vulnus incisum		105	104		105	1			.018
Vulnus punctum		29	29		29	1			.005
Vulnus contusum	2	134	134		136	2			.023
Vulnus sclopeticum	2	63	46	18	65	1	.27	.0031	.011
Hernia		46	45		46	3			.0083
Fractura		29	29		29				.005
Luxatio		8	8		8				.0013
Subluxatio	1	51	52		52				.009
Contusio	2	222	219		224	5			.039
Ambusio		35	30		35				.0061
Abrasio		18	16		18				.0031
Fenilo		35	35		35				.0061
Suicidium		1	0	1	1		.1	.00017	.00017
Amputatio		1	1		1				.00017
Submersio		0	0	6	6		.6	.001	.001
Total	91	6,137	6,003	53	6,228	172	.0083	.0092	1.088

SOUTH ATLANTIC SQUADRON.

From January 1 1863, to December 31, 1863. Average number of ships' companies, 7,006; number of vessels, 61.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ships' company.	Proportion of sick to number of ships' company.
CLASS 1.—Febris.									
I. Intermittens.....	2	509	498	1	511	12	.0019	.00014	.0729
Remittens.....		163	160		163	3			.023
Continua communis.....	2	146	146		148	2			.021
Typhoides.....	2	20	17	4	22	1	.18	.00057	.0031
Icterodes.....		1	1		1				.00014
II. <i>Erythematæ</i> :									
Erysipelas.....		27	26	1	27		.037	.00014	.0038
Rubeola.....		5	5		5				.00071
Variola.....		2	2		2				.00028
Varioloides.....		8	8		8				.0011
Urticaria.....		3	3		3				.00042
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	1	11	12		12				.0017
Tonsillitis.....	1	183	181		184	3			.026
Parotitis.....		46	44		46	2			.0065
Oesophagitis.....		1	1		1				.00014
Stricture Oesophagi.....		1	1		1				.00014
Dyspepsia.....	1	116	117		117				.0167
Gastritis.....		32	32		32				.0045
Hæmatemesia.....		3	3		3				.00042
Cholera communis.....		38	37	1	38		.026	.00014	.0054
Hepatitis acuta.....		15	14		15				.0021
Hepatitis chronica.....	1	11	12		12				.0017
Icterus.....		24	24		24				.0034
Splenitis.....		6	6		6				.00085
Peritonitis.....		2	2		2				.00028
Enteritis.....		14	14		14				.0019
Constipatio.....	1	142	142		143	1			.02
Diarrhœa acuta.....	2	702	701		704	3			.1
Diarrhœa chronica.....	3	21	23		24	1			.0034
Dysenteria acuta.....	1	344	336	4	345	5	.011	.00057	.049
Dysenteria chronica.....	1	17	17	1	18		.055	.00014	.0025
Colica.....		107	107		107				.015
Melaena.....		1	1		1				.00014
Hæmorrhoids.....	1	63	63		64	1			.031
Fistula ani.....		5	5		5				.00071
Prolapsus ani.....		2	2		2				.00032
Vermes.....		7	7		7				.00099
Nausea.....		4	4		4				.00067
Pharyngitis.....		10	9	1	10		.1	.00014	.0014
CLASS 3.—Diseases of the Respiratory System.									
Asphyxia.....		1	1		1				.00014
Asthma.....	2	23	25		25				.0035
Bronchitis acuta.....	9	452	440		461	21			.065
Bronchitis chronica.....	2	59	57		61	4			.0007
Catarrhus.....		725	743	1	749	5	.0013	.00014	.1
Laryngitis.....		29	29		29				.0041
Hæmoptysis.....		22	19	1	22	2	.045	.00014	.0031
Pleuritis.....	1	99	96		100	4			.014
Pneumonia.....	4	60	53	6	64	5	.093	.00085	.0091
Phthisis pulmonalis.....	3	82	80	3	85	2	.035	.00042	.012
Influenza.....	1	59	60		60				.0085
Pleurodynia.....		44	44		44				.0082
Emphysema.....		2	2		2				.00028
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		56	56		56				.0079
Plethora.....		1	1		1				.00014
II. Of Heart:									
Palpitatio.....		71	67		71	4			.01
Carditis.....		3	1	2	3		.66	.00028	.00042
Endocarditis.....		5	5		5				.00071

South Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4.—Continued.									
Pericarditis		1	1		1				.00014
Dilatatio.		3	3		3				.00042
Hypertrophia	1	4	4	1	5		.2	.00014	.00071
Angina pectoris	2	4	6		6				.00085
III. <i>Of Blood Vessels:</i>									
Phlebitis		1	1		1				.00014
Varix		7	7		7				.00099
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		3	3		3				.00042
Meningitis		2	6		6				.00085
Cerebritis		2	1	1	2		.5	.00028	.00028
Apoplexia		2	2		2				.00028
Paralysis		4	4		4				.00057
Epilepsia	1	35	34	2	36		.055	.00028	.001
Neuralgia	1	82	83		83				.011
Vertigo		11	11		11				.0015
Mania		7	6	1	7		.14	.00014	.00099
Dementia		16	16		16				.0022
Melancholia		4	4		4				.00057
Hypochondriasis		5	4		5		1		.00071
Delirium tremens		5	5		5				.00071
Irritatio spinalls		5	5		5		1		.00071
Concussio spinalls		1	1		1				.00014
Cephalalgia	1	116	117		117				.0167
Mollities cerebri		1	0	1	1		.1	.00014	.00014
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. <i>Cutaneous:</i>									
1. <i>Papular—</i>									
a. Lichen		1	1		1				.00014
b. Prurigo		2	2		2				.00028
2. <i>Pustular—</i>									
a. Impetigo		4	3		4	1			.00057
b. Ecthyma		7	7		7				.00099
c. Acne		11	11		11				.0015
3. <i>Squamous—</i>									
a. Psoriasis		5	5		5				.00071
4. <i>Vesicular—</i>									
A. Vesiculae—									
a. Herpes		16	15		16	1			.0022
b. Psora		3	3		3				.00042
c. Eczema		14	14		14				.0019
B. Bullae—									
a. P-mphigus		4	4		4				.00057
b. Rupia		1	1		1				.00014
II. <i>Cellular:</i>									
Furunculus	3	483	479		486	7			.069
Anthrax	2	19	20		21	1			.0029
Abcessus	3	192	188		195	7			.027
Ulcus	6	69	73		75	2			.01
Tumor		14	13		14	1			.0019
Adenitis		18	18		18				.0025
Hordeolum		4	4		4				.00057
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. <i>General:</i>									
Lumbago		6	6		6				.00085
Podagra		1	1		1				.00014
Rheumatismus acutus	8	385	384	1	393	8	.0025	.00014	.056
Rheumatismus chronicus	6	420	407	1	426	18	.0023	.00014	.06
II. <i>Of Bones:</i>									
Odontalgia		35	35		35				.0049
Exostosis		3	3		3				.00042
Caries		2	2		2				.00028
Necrosis		1	1		1				.00014

South Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7.—Continued.									
III. <i>Of Joints:</i>									
Coxalgia.....	2	2	2	2	2	2			.00028
Synovitis.....	2	21	19	23	4				.0032
Hydrarthrus.....	1	5	6	6					.00083
Paronychia.....	3	147	144	150	6				.021
Anchylosis.....	1	1	1	1					.00014
Periostitis.....	1	13	12	14	2				.0019
CLASS 8.— <i>Diseases of Serous, Exhalant, and Absorbent Systems.</i>									
Hydrops—a. Anasarca.....	2	2	2	2					.00028
b. Ascites.....	5	4	5	1					.08071
CLASS 9.— <i>Diseases of the Genito-Urinary System.</i>									
Nephritis.....	1	28	27	29	2				.0041
Ischuria renalis.....	6	6	6	6					.00085
Diabetes.....	2	2	2	2					.00028
Albuminuria.....	1	3	3	2	1				.00057
Hematuria.....	1	1	2	2					.00028
Cystitis.....	5	5	5	5					.00071
Enuresis.....	14	13	14	14	1				.0019
Dysuria.....	1	11	12	12	1				.0017
Spermatorrhoea.....	5	5	4	5	1				.00071
Gonorrhoea.....	8	81	87	89	2				.012
Phimosis.....	4	4	4	4					.00057
Paraphimosis.....	3	3	3	3					.00042
Urethra strictura.....	29	29	29	29					.0041
Syphilis primary.....	5	84	95	89	4				.014
Syphilis secondary.....	7	90	90	97	7				.013
Orchitis.....	2	63	64	65	1				.0092
Hydrocele.....	8	8	8	8					.0611
Atrophie Testis.....	1	1	1	1					.00014
Varicocele.....	22	21	22	22	1				.0631
Balanitis.....	1	1	1	1					.00014
CLASS 10.— <i>Cochexia and Malignant Diseases.</i>									
Adynamia.....	2	201	201	203	2				.088
Scrofula.....	1	11	11	12	1				.0017
Scorbutus.....	1	89	78	81	3				.011
Carcinoma.....	2	2	2	2					.00028
Polypus.....	1	1	1	1					.00014
CLASS 11.— <i>Diseases of the Eye and Ear.</i>									
I. <i>Of Eye:</i>									
Conjunctivitis.....	2	71	69	73	4				.01
Ophthalmia.....	1	42	42	43	1				.006
Iritis.....	4	4	4	4					.00057
Ameskerosis.....	18	18	18	18					.0025
Hemeralopia.....	11	10	11	11	1				.0015
Nyctalopia.....	8	8	8	8					.0011
Cataracta.....	3	3	3	3					.00042
Pterygium.....	2	2	2	2					.00028
Scleritis.....	3	3	3	3					.00042
II. <i>Of Ear:</i>									
Otalgia.....	8	8	8	8					.0011
Otitis.....	10	10	10	10					.0014
Otorrhoea.....	25	23	25	25	2				.0035
Surditas.....	4	4	4	4					.00057
CLASS 12.— <i>Injuries and Displacements.</i>									
Concussio cerebri.....	14	13	1	14	.071	.00014			.0019
Valvus.....	13	13	13	13					.0018
Valvus laceratum.....	1	81	82	82					.011
Valvus incisum.....									

South Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12—Continued.									
Vulnus punctum	1	38	39	.....	39	.....	.....	.....	.0055
Vulnus contusum	3	180	176	.....	183	7	.....	.....	.026
Vulnus sclopeticum .....	.....	100	65	31	100	4	.31	.0044	.014
Hernia	1	69	68	1	70	1	.014	.00014	.0069
Fractura .....	.....	52	48	3	52	1	.057	.00042	.0074
Luxatio .....	.....	18	18	.....	18	.....	.....	.....	.0025
Subluxatio	2	111	111	.....	113	2	.....	.....	.016
Contusio	3	328	329	.....	331	2	.....	.....	.047
Ambustio	2	106	104	4	108	.....	.037	.00057	.015
Abrasio .....	.....	39	39	.....	39	.....	.....	.....	.0055
Pernio .....	.....	9	9	.....	9	.....	.....	.....	.0012
Amputatio .....	.....	4	2	.....	4	2	.....	.....	.00057
Submersio .....	.....	5	0	5	5	5	.....	.00071	.00071
Total	152	8,988	8,865	79	9,140	196	.00864	.01126	1.304

SOUTH ATLANTIC SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 6,735; number of vessels, 68.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermitteus	8	446	444	.....	454	10	.....	.....	.067
Remittens	2	221	220	2	223	1	.0629	.00029	.033
Continuus communis	2	100	101	.....	102	1	.....	.....	.015
Typhus	3	1	1	2	3	.....	.66	.00029	.00044
Typhoides	41	33	4	.....	41	4	.097	.00059	.006
II. Exanthemata:									
Erysipelas .....	.....	23	23	.....	23	.....	.....	.....	.0034
Scarlatina .....	.....	2	2	.....	2	.....	.....	.....	.00029
Rubeola .....	.....	39	39	.....	39	.....	.....	.....	.0057
Varicella .....	.....	36	32	4	36	.....	.11	.00059	.0053
Variolides .....	.....	35	35	.....	35	.....	.....	.....	.0051
Varicella .....	.....	9	9	.....	9	.....	.....	.....	.0013
Urticaria .....	.....	5	5	.....	5	.....	.....	.....	.00074
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	17	17	.....	17	.....	.....	.....	.0025
Tonsillitis	2	173	175	.....	175	.....	.....	.....	.025
Parotitis	2	46	47	1	48	.....	.02	.00015	.0071
Esophagitis .....	.....	3	3	.....	3	.....	.....	.....	.00044
Dyspepsia .....	.....	87	86	.....	87	1	.....	.....	.012
Gastritis .....	.....	29	28	.....	29	1	.....	.....	.0043
Hæmatemesis .....	.....	2	2	.....	2	.....	.....	.....	.00029
Cholera communis .....	.....	36	36	.....	36	.....	.....	.....	.0053
Hepatitis acuta	1	20	21	.....	21	.....	.....	.....	.0031
Hepatitis chronica .....	.....	14	12	.....	14	2	.....	.....	.002
Icterus .....	.....	27	27	.....	27	.....	.....	.....	.004
Splenitis .....	.....	1	1	.....	1	.....	.....	.....	.00015
Peritonitis .....	.....	3	3	.....	3	.....	.....	.....	.00044
Enteritis .....	.....	14	13	.....	14	1	.....	.....	.002

South Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2.—Continued.									
Constipation.....	1	194	195	.....	195	.....	.....	.....	.008
Diarrhoea acuta.....	2	560	556	.....	562	6	.....	.....	.003
Diarrhoea chronica.....	1	51	51	.....	52	1	.....	.....	.0077
Dysentery acuta.....	4	245	239	4	249	6	.016	.00059	.036
Dysentery chronica.....	1	34	31	1	35	3	.028	.00015	.0051
Colica.....	.....	101	101	.....	101	.....	.....	.....	.014
Hæmorrhoids.....	1	67	67	.....	68	1	.....	.....	.01
Fistula ani.....	.....	10	8	.....	10	2	.....	.....	.0015
Prolapsus ani.....	.....	3	3	.....	3	.....	.....	.....	.0044
Verues.....	.....	3	3	.....	3	.....	.....	.....	.0344
CLASS 3.—Diseases of the Respiratory System.									
Singultus.....	.....	1	1	.....	1	.....	.....	.....	.00015
Asthma.....	.....	22	20	.....	22	2	.....	.....	.002
Bronchitis acuta.....	19	391	399	4	410	7	.0097	.00059	.06
Bronchitis chronica.....	4	114	111	.....	118	7	.....	.....	.017
Catarrhus.....	5	460	460	.....	465	5	.....	.....	.069
Laryngitis.....	.....	28	28	.....	28	.....	.....	.....	.0041
Hæmoptysis.....	2	23	25	.....	25	.....	.....	.....	.0037
Pleuritis.....	4	138	134	4	142	4	.028	.00059	.021
Pneumonia.....	5	81	73	7	86	6	.081	.001	.012
Phthisis pulmonalis.....	1	140	124	10	141	7	.07	.0015	.02
Influenza.....	.....	47	45	.....	47	2	.....	.....	.0069
Pleurodynia.....	.....	31	31	.....	31	.....	.....	.....	.0046
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....	.....	43	41	.....	43	2	.....	.....	.0063
Plethora.....	.....	1	1	.....	1	.....	.....	.....	.00015
II. Of Heart:									
Palpitation.....	4	82	85	.....	86	1	.....	.....	.012
Carditis.....	.....	6	4	1	6	1	.186	.00015	.0049
Endocarditis.....	.....	6	5	1	6	.....	.186	.00015	.0049
Pericarditis.....	.....	13	12	1	13	.....	.076	.00015	.0019
Dilatation.....	.....	2	2	.....	2	.....	.....	.....	.0029
Hypertrophia.....	.....	5	5	.....	5	.....	.....	.....	.0074
Angina pectoris.....	.....	4	4	.....	4	.....	.....	.....	.0039
III. Of Blood Vessels:									
Varix.....	.....	10	10	.....	10	.....	.....	.....	.0015
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio.....	.....	4	4	.....	4	.....	.....	.....	.0039
Meningitis.....	.....	2	1	.....	2	1	.....	.....	.0029
Cerebritis.....	.....	2	2	.....	2	.....	.....	.....	.0049
Apoplexia.....	.....	1	.....	1	1	.....	1.	.00015	.00015
Paralysis.....	.....	8	8	.....	8	.....	.....	.....	.0011
Epilepsia.....	.....	51	49	.....	51	2	.....	.....	.0075
Neuralgia.....	.....	78	76	.....	78	2	.....	.....	.011
Chorea.....	.....	1	1	.....	1	.....	.....	.....	.00015
Mania.....	.....	4	4	.....	4	.....	.....	.....	.0039
Dementia.....	.....	16	13	1	16	2	.062	.00015	.0023
Vertigo.....	.....	3	3	.....	3	.....	.....	.....	.0044
Hypochondriasis.....	.....	4	4	.....	4	.....	.....	.....	.0039
Delirium tremens.....	.....	7	7	.....	7	.....	.....	.....	.001
Irritatio spinalis.....	1	7	8	.....	8	.....	.....	.....	.0011
Myelitis.....	.....	3	3	.....	3	.....	.....	.....	.00044
Cephalalgia.....	.....	78	78	.....	78	.....	.....	.....	.011
CLASS 6.—Diseases of the Cutaneous and Cellular System.									
I. Cutaneous:									
1. Papular:									
a. Lichen.....	.....	4	4	.....	4	.....	.....	.....	.0039
b. Prurigo.....	.....	1	1	.....	1	.....	.....	.....	.00015
2. Pustular:									
a. Impetigo.....	.....	11	11	.....	11	.....	.....	.....	.0016
b. Ecthyma.....	.....	15	15	.....	15	.....	.....	.....	.0022
c. Anus.....	.....	16	15	.....	16	1	.....	.....	.0023

South Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
3. Squamous—									
a. Psoriasis		1	1		1				.00015
4. Vesicular—									
A. Vesiculae—									
a. Herpes	1	7	7		8	1			.0011
b. Psora		6	6		6				.00089
c. Eczema		5	5		5				.00074
B. Bullae—									
a. Pemphigus		3	3		3				.00044
b. Rupia		1	1		1				.00015
II. Cellular:									
Furunculus	5	403	403		408	5			.06
Anthrax	1	22	23		23				.0034
Abcessus	7	256	259		263	4			.039
Ulcus	2	70	71		72	1			.01
Tumor	1	7	8		8				.0011
Adenitis		23	23		23				.0034
Hordeolum		1	1		1				.00015
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		5	5		5				.00074
Rheumatismus acutus	8	339	337	2	347	8	.0057	.00029	.051
Rheumatismus chronicus	18	340	345	2	358	11	.0055	.00029	.053
II. Of Bones:									
Odontalgia		29	29		29				.0043
Exostosis		1	1		1				.00015
Necrosis		9	9		9				.0013
III. Of Joints:									
Coxalgia		3	2		3	1			.00044
Synovitis	2	24	25		26	1			.0038
Hydrarthrus		1	1		1				.00015
Paronychia	5	162	160		167	7			.024
Anchylosis		4	4		4				.00059
Pertostitis	2	8	10		10				.0015
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca		8	8		8				.0011
b. Ascites	1	7	6	1	8	1	.12	.00015	.0011
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	2	16	17		18	1			.0026
Lechuria renalis		3	3		3				.00044
Diabetes		1	1		1				.00015
Albuminuria		1		1	1		1	.00015	.00015
Hæmaturia		3	3		3				.00044
Cystitis		9	7		9	2			.0013
Enuresis		4	4		4				.00059
Dysuria		2	2		2				.00028
Calculus		1	1		1				.00015
Gonorrhœa	2	81	81		83	2			.012
Phimosis		2	2		2				.00028
Sarcocœle		2	2		2				.00029
Urethra Strictura		18	17		18	1			.0026
Syphilis primary	3	66	60		69	9			.01
Syphilis secondary	6	81	81		87	6			.012
Orchitis	1	60	58		61	3			.009
Hydrocœle		3	3		3				.00044
Hæmatocœle		1	1		1				.00015
Varicœle		3	3		3				.00044
Spermatorrhœa	1	1	2		2				.00029

South Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 10.—Cachexie, and Malignant Diseases.									
Adynamia	2	165	160	1	167	6	.0059	.00015	.021
Scrofula	1	15	16		16				.0023
Scorbutus	3	12	15		15				.0024
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis	4	75	73		79	6			.011
Ophthalmia	1	32	33		33				.0049
Iritis		4	4		4				.00059
Cornelitis		1	1		1				.00015
Amaurosis		13	13		13				.0019
Hemeralopia		18	18		18				.0026
Nyctalopia		11	11		11				.0016
Pterygium		3	3		3				.00044
Fistula lachrymalis		1	1		1				.00015
II. Of Ear:									
Otalgia		5	5		5				.00074
Otitis		17	16		17	1			.0025
Otorrhœa	2	14	16		16				.0023
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		11	10	1	11		.09	.00015	.0016
Vulnus—									
Vulnus laceratum		4	4		4				.00059
Vulnus incisum		84	82		84	2			.012
Vulnus punctum		40	38		40	2			.0059
Vulnus contusum	7	208	207		215	8			.031
Vulnus sclopeticum	3	83	64	15	86	7	.174	.0022	.012
Hernia	1	64	62		65	3			.0096
Fractura	1	27	25	1	28	2	.035	.00015	.0041
Luxatio		17	17		17				.0025
Subluxatio	2	88	86		90	2			.013
Contusio	2	226	222		228	6			.033
Ambustio		44	41		44	3			.0065
Abrasio		14	14		14				.002
Pernio		2	1		2	1			.00029
Amputatio	2	7	8		9	1			.0013
Submersio		46		46	46	46		.0068	.0069
Total	171	8,118	7,965	118	8,289	206	.0142	.017	1.23

SOUTH ATLANTIC SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 6,498
number of vessels, 81.

	Remaining sick & non last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febria.									
I. Intermittens.	10	209	218	1	219	1			.0033
Remittens		88	86	1	88	1	.011	.00015	.013
Continua communis	2	46	48		48				.0073
Typhoides	3	25	20	7	28	1	.25	.001	.0043
II. Exanthemata:									
Erysipelas		14	11	2	14	1	.14	.0003	.0021
Scarlatina		1	1		1				.00015
Rubeola		7	7		7				.001
Varicella		15	14	1	15		.066	.00015	.0023
Varicella		1	1		1				.00015
Urticaria		3	3		3				.00046
Millaria		4	4		4				.00061
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		11	11		11				.0016
Tonsillitis		62	62		62				.0095
Parotitis		8	8		8				.0012
Oesophagitis		1	1		1				.00015
Pharyngitis		1	1		1				.00015
Dyspepsia	2	17	19		19				.0029
Gastritis	1	11	11		12	1			.0018
Hæmatemesis		7	7		7				.001
Cholera communis		5	5		5				.00076
Hepatitis acuta.		9	8		9	1			.0013
Hepatitis chronica	2	3	5		5				.00076
Icterus.		12	11		12	1			.0018
Splenitis		1	1		1				.00015
Enteritis	1	1	2		2				.0003
Constipatio		44	44		44				.0067
Diarrhoea acuta	7	163	164		170	6			.026
Diarrhoea chronica	1	14	15		15				.0023
Dysentery acuta.	4	38	37		42	5			.0064
Dysentery chronica	3	13	16		16				.0024
Colica		41	41		41				.0063
Ileus		1	1		1				.00015
Hæmorrhoids	3	18	21		21				.0032
Fistula ani.	1	2	3		3				.00046
CLASS 3.—Diseases of the Respiratory System.									
Asthma	2	4	6		6				.00092
Bronchitis acuta	7	124	129		131	2			.02
Bronchitis chronica	6	52	55		58	3			.0089
Catarrhus	10	246	256		256				.039
Laryngitis		13	13		13				.002
Hæmoptysis		3	2		3	1			.00046
Pleuritis	4	33	37		37				.0056
Pneumonia	4	64	56	9	68	3	.132	.0013	.01
Phthisis pulmonalis	6	28	31	1	34	2	.029	.00015	.0052
Influenza		20	15		20	5			.003
Pleurodynia		3	3		3				.00046
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia	1	13	14		14				.0021
Plethora		1	1		1				.00015
II. Of Heart:									
Palpitatio	2	17	18		19	1			.0029
Carditis	1	8	9		9				.0013
Pericarditis		4	4		4				.00061
Dilatatio		1	1		1				.00015
Hypertrophia		3	3		3				.00046
Angina pectoris		1	1		1				.00015
III. Of Blood Vessels:									
Aneurismus		1	1		1				.00015
Varix		2	2		2				.0003

South Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Meningitis	1	3	3	1	4	.....	.25	.00015	.00061
Cerebritis .....	.....	3	1	2	3	.....	.66	.0003	.00046
Apoplexia .....	.....	2	1	1	2	.....	.5	.00015	.0003
Paralysis .....	.....	1	1	.....	1	.....	.....	.....	.00015
Epilepsia	1	14	15	.....	15	.....	.....	.....	.0023
Neuralgia	3	18	21	.....	21	.....	.....	.....	.0032
Chorea .....	.....	2	2	.....	2	.....	.....	.....	.0003
Mania .....	.....	1	1	.....	1	.....	.....	.....	.00015
Dementia	2	5	7	.....	7	.....	.....	.....	.001
Delirium tremens .....	.....	3	3	.....	3	.....	.....	.....	.00046
Irritatio spinalis .....	.....	2	2	.....	2	.....	.....	.....	.0003
Myelitis .....	.....	1	1	.....	1	.....	.....	.....	.00015
Cephalalgia	1	25	26	.....	26	.....	.....	.....	.004
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
2. Pustular—									
a. Impetigo .....	.....	3	3	.....	3	.....	.....	.....	.00046
b. Ecthyma .....	.....	1	1	.....	1	.....	.....	.....	.00015
c. Acne .....	.....	2	2	.....	2	.....	.....	.....	.0003
3. Squamous—									
a. Psoriasis .....	.....	4	4	.....	4	.....	.....	.....	.00061
4. Vesicular—									
A. Vesiculæ—									
a. Herpes	1	2	3	.....	3	.....	.....	.....	.00046
b. Psora .....	.....	3	3	.....	3	.....	.....	.....	.00046
c. Eczema .....	.....	1	1	.....	1	.....	.....	.....	.00015
B. Bullæ—									
a. Pemphigus .....	.....	1	1	.....	1	.....	.....	.....	.00015
b. Rupia .....	.....	3	3	.....	3	.....	.....	.....	.00046
II. Cellular:									
Furunculus	6	96	102	.....	102	.....	.....	.....	.015
Abscessus	4	58	61	.....	62	1	.....	.....	.0025
Ulcus	2	25	27	.....	27	.....	.....	.....	.0041
Tumor .....	.....	3	3	.....	3	.....	.....	.....	.00046
Adentia	1	8	9	.....	9	.....	.....	.....	.0013
Hordeolum .....	.....	1	1	.....	1	.....	.....	.....	.00015
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago .....	.....	1	1	.....	1	.....	.....	.....	.00015
Podagra	1	.....	1	.....	1	.....	.....	.....	.00015
Rheumatismus acutus	7	100	106	.....	107	1	.....	.....	.016
Rheumatismus chronicus	13	110	117	1	123	5	.0061	.00015	.012
II. Of Bones:									
Odontalgia .....	.....	13	13	.....	13	.....	.....	.....	.002
Exostosis .....	.....	1	1	.....	1	.....	.....	.....	.00015
Caries .....	.....	1	1	.....	1	.....	.....	.....	.00015
III. Of Joints:									
Coxalgia	1	.....	1	.....	1	.....	.....	.....	.00015
Synovitis	1	6	7	.....	7	.....	.....	.....	.001
Paronychia	8	51	58	.....	56	1	.....	.....	.0019
Auchylosis .....	.....	2	2	.....	2	.....	.....	.....	.0003
Periostitis	1	1	2	.....	2	.....	.....	.....	.0003
CLASS 8.—Diseases of the Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca .....	.....	3	3	.....	3	.....	.....	.....	.00046
b. Ascites .....	.....	2	2	.....	2	.....	.....	.....	.0013
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	10	10	.....	11	1	.....	.....	.0016
Diabetes .....	.....	2	2	.....	2	.....	.....	.....	.0003
Cystitis	2	2	4	.....	4	.....	.....	.....	.00061

South Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
[CLASS 9—Continued.]									
Emurens		5	5		5				.00076
Gonorrhoea	3	62	65		65				.01
Phimosis		2	2		2				.0003
Paraphimosis		1	1		1				.00015
Urethra strictura	1	9	9		10	1			.0015
Syphilis primary	9	46	54		55	1			.0084
Syphilis secondary	6	36	42		42				.0064
Orchitis	1	23	24		24				.0036
Hydrocele		1	1		1				.00015
Hæmatocele		1	1		1				.00015
Varicocele		1	1		1				.00015
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	7	21	27	1	28		.035	.00015	.0043
Scrofula	1	8	9		9				.0013
Scorbutus		6	5	1	6		.166	.00015	.00082
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis	6	26	32		32				.0049
Ophthalmia		16	16		16				.0024
Iritis		2	2		2				.0003
Amaurosis		1	1		1				.00015
Hemeralopia		1	1		1				.00015
Nyctalopia		1	1		1				.00015
II. Of Ear:									
Otalgia		2	1		2	1			.0003
Otitis	1	2	3		3				.00046
Otorrhoea		3	3		3				.00046
Surditas	1	4	5		5				.00076
CLASS 12.—Injuries and Displacements.									
Concussio cerebri	1	1	2		2				.0003
Vulnus—									
Vulnus laceratum	2	1	2		3	1			.00046
Vulnus incisum	2	47	48		49	1			.0075
Vulnus punctum	1	13	14		14				.0021
Vulnus contusum	10	109	118		119	1			.018
Vulnus sclopeticum	6	54	48	12	60	.2		.0018	.0092
Hernia	3	9	12		12				.0018
Fractura	2	21	22	1	23	.043		.00015	.0035
Luxatio		3	3		3				.00046
Subluxatio	2	35	37		37				.0056
Contusio	3	67	70		70				.01
Ambustio	4	10	14		14				.0021
Abrasio		9	9		9				.0013
Perilo	1	4	5		5				.00076
Amputatio	1		1		1				.00015
Submersio		77		77	77	.77		.011	.011
Total	214	2,873	2,919	118	3,067	50	.038	.0181	.475

GULF SQUADRON.

Comprising all the coast lying between Cape Canaveral and the Rio Grande. From April 1, 1861, to December 31, 1861. Average number of ships' companies, 2,702; total number of vessels in squadron, 31.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febria.									
I. Intermittens			228		233	5			.006
Remittens		44	44		44				.016
Continua communis			21		21				.0077
Typhoides			1	1	3	1	.33	.00037	.0011
Icterodes				1	1			.00037	.00037
II. Ezanthemata:									
Erysipelas		6	5		6	1			.0022
Rubeola		20	19		20	1			.0074
Varicella		1	1		1				.00037
Varioloides		2	2		2				.00074
Varicella		1	1		1				.00037
Urticaria		5	5		5				.0018
Vaccinia		1	1		1				.00037
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		1	1		1				.00037
Glossitis		1	1		1				.00037
Tonsillitis		50	47		50	3			.018
Parotitis		16	16		16				.0059
Dyspepsia		42	42		42				.015
Gastritis		8	8		8				.0029
Hæmatemesis		2	2		2			.00074	.00074
Cholera communis		23	22	1	23	.043	.00037	.00037	.00037
Hepatitis		6	6		6				.0022
Icterus		5	5		5				.0018
Splenitis		3	3		3				.0011
Peritonitis		1	1		1				.00037
Constipation		52	52		52				.019
Diarrhœa		218	216	2	218	.0091	.00074	.00074	.00074
Dysenteria		50	48	2	50	.04	.00074	.00074	.00074
Cólica		44	42		44	2			.016
Hæmorrhoids		24	23		24	1			.0088
Fistula ani		2	2		2				.00074
Fistula in perineo		1			1	1			.00037
Vermes		2	2		2				.00074
Pharyngitis		1	1		1				.00037
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria		1	1		1				.00037
Asthma		4	4		4				.0014
Bronchitis acuta		106	89		106	17			.039
Bronchitis chronica		3	3		3				.0011
Catarrhus		311	303		311	8			.11
Laryngitis		7	7		7				.0025
Hæmoptysis		8	8		8				.0029
Pleuritis		17	17		17				.0062
Pneumonia		25	21	1	25	3	.04	.00037	.00037
Phthisis pulmonalis		18	13		18	5			.0066
Influenza		1	1		1				.00037
Pleurodynia		12	12		12				.0044
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		7	7		7				.0025
II. Of Heart:									
Palpitation		9	8		9	1			.0033
Endocarditis		2	2		2				.00074
Dilatation		1	1		1				.00037
Hypertrophia		1	1		1				.00037
Angina pectoris		2	1	1	2	.5	.00037	.00037	.00074

Gulf squadron, from April 1, 1861, to December 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		1	1		1				.00037
Meningitis		1			1	1			.00037
Cerebritis		2	1	1	2	.5	.00037		.00074
Vertigo		1	1		1				.00037
Paralysis		4	3	1	4	.25	.00037		.0014
Epilepsia		5	5		5				.0018
Neuralgia		41	40		41	1			.015
Convulsions		1	1		1				.00037
Mania		3	2		3	1			.0011
Dementia		4	4		4				.0014
Melancholia		2	2		2				.00074
Hypochondriasis		1	1		1				.00037
Delirium tremens		9	9		9				.0033
Irritatio spinalis		1	1		1				.00037
Concussio spinalis		1	1		1				.00037
Myelitis		1	1		1				.00037
Cephalalgia		14	14		14				.0051
Hysteria		1			1	1			.00037
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. <i>Papular</i> —									
a. Lichen		12	12		12				.0044
b. Prurigo		3	3		3				.0011
2. <i>Pustular</i> —									
a. Ecthyma		5	5		5				.0018
3. <i>Squamous</i> —									
a. Psoriasis		1	1		1				.00037
4. <i>Vesicular</i> —									
A. <i>Vesiculæ</i> —									
a. Herpes		16	16		16				.0059
b. Psora		1			1				.00037
c. Eczema		2	2		2				.00074
II. Cellular:									
Furunculus		70	69		70	1			.025
Anthrax		11	11		11				.004
Abcessus		59	56		59	3			.021
Ulcus		35	34		35	1			.012
Tumor		3	2		3	1			.0011
Adenitis		9	9		9				.0033
Phlegmon		100	100		100				.037
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		2	2		2				.00074
Rheumatismus acutus		115	106	1	115	8	.0086	.00037	.042
Rheumatismus chronicus		42	40		42	2			.015
II. Of Bones:									
Odontalgia		12	11		12	1			.0044
III. Of Joints:									
Synovitis		4	4		4				.0014
Paronychia		66	66		66				.024
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca		1	1		1				.00037
b. Ascites		2	2		2				.00074
CLASS 9.—Diseases of the Genito-Urinary System.									
Hæmaturia		1	1		1				.00037
Cystitis		3	3		3				.0011
Dysuria		3	2		3	1			.0011
Gonorrhœa		24	23		24	1			.0088

Gulf squadron, from April 1, 1861, to December 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9—Continued									
Phimosis		10	10		10				.0037
Urethrae strictura		16	15		16	1			.0059
Syphilis primary		23	22		23	1			.0085
Syphilis secondary		6	4		6	2			.0022
Orchitis		25	23		25	2			.0082
Hydrocele		1	1		1				.00037
Spermatorrhœa		2	2		2				.00074
Varicocele		1	1		1				.00037
CLASS 10.—Cachezie and Malignant Diseases.									
Adynamia		10	10		10				.0037
Scrofula		10	10		10				.0037
Scorbutus		11	11		11				.004
Carcinoma ventriculi		1		1	1	1	.00037		.00037
Tuberculosis		1	1		1				.00037
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		8	8		8				.0029
Conjunctivitis		14	14		14				.0051
Amaurosis		1	1		1				.00037
Hemeralopia		1			1	1			.00037
Myopia		1	1		1				.00037
II. Of Ear:									
Otitis		13	12		13	1			.0048
Otorrhœa		3	3		3				.0011
Surditas		4	4		4				.0014
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		7	6	1	7	.142	.00037		.0025
Vulnus—									
Vulnus laceratum		22	20		22	2			.0081
Vulnus incisum		44	41		44	3			.016
Vulnus punctum		27	27		27				.0099
Vulnus contusum		68	65		68	3			.025
Vulnus selopeticum		27	24	2	27	1	.074	.00074	.0099
Hernia		7	7		7				.0025
Fractura		15	10		15	5			.0055
Luxatio		6	5		6	1			.0022
Subluxatio		43	42		43	1			.015
Contusio		118	116		118	2			.043
Ambustio		20	20		20				.0074
Abrasio		17	17		17				.0062
Fernio		12	12		12				.0044
Total		2,715	2,600	16	2,715	99	.0058	.0059	1.004



EAST GULF SQUADRON.

Embracing the southern and western portions of the Florida peninsula, commencing at Cape Canaveral, on the eastern coast, and extending to Pensacola. From January 1, 1862, to December 31, 1862. Average number of ships' companies, 2,017; total number of vessels in squadron, 21.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens		73	73		73				.036
Remittens	1	168	166	1	169	2	.0059	.00049	.063
Continua communis		32	32		32				.015
Typhoides		4	1	3	4		.75	.0014	.0019
Icterodes		233	208	22	233	3	.094	.01	.115
II. <i>Ezanthemata</i> :									
Erysipelas		12	10		12	2			.0059
Variola		1	1		1				.00049
Urticaria		1	1		1				.00049
Miliaria		1	1		1				.00049
CLASS 2.—Diseases of the Digestive System									
Stomatitis		7	7		7				.0034
Pharyngitis		1	1		1				.00049
Tonsillitis		35	33		35	2			.017
Parotitis		1	1		1				.00049
Mal de mer		3	3		3				.0014
Dyspepsia		18	18		18				.0089
Gastritis		37	37		37				.018
Hæmatemesis		1	1		1				.00049
Cholera communis		13	13		13				.0064
Hepatitis		7	7		7				.0034
Icterus		7	7		7				.0034
Nausea		4	4		4				.0019
Enteritis		3	3		3				.0014
Constipatio		69	69		69				.034
Diarrhœa acuta	2	213	213		215	2			.1
Diarrhœa chronica		4	3		4	1			.0019
Dysentæria acuta		64	64		64	1			.031
Dysentæria chronica		1	1		1				.00049
Colica		36	36		36				.017
Hæmorrhœis		13	13		13				.0064
Fistula ani		5	4		5	1			.0024
Prolapsus ani		1	1		1				.00049
Vermes		2	2		2				.00099
CLASS 3.—Diseases of the Respiratory System.									
Asthma		2	2		2				.00099
Bronchitis acuta	6	55	57	3	61	1	.049	.0014	.03
Bronchitis chronica		7	7		7				.0034
Catarrhus	2	123	122		125	3			.061
Laryngitis		11	11		11				.0054
Hæmoptysis		4	4		4				.0019
Pleuritis		15	15		15				.0074
Pneumonia	1	11	12		12				.0059
Phthisis pulmonalis	1	15	14	2	16		.125	.00099	.0079
Influenza		23	23		23				.011
Pleurodynia		4	4		4				.0019
CLASS 4.—Diseases of the Circulatory System.									
I. General :									
Anæmia		7	7		7				.0034
II. Of Heart :									
Palpitatio		10	9		10	1			.0049
Pericarditis		2	1		2	1			.00099
Hypertrophia		1	1		1				.00049
Angina pectoris		2	2		2				.00099
III. Of Blood Vessels :									
Varix		1	1		1				.00049

East Gulf squadron, from January 1, 1862, to December 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Vertigo.....	2	2	2	2	2				.00099
Cephalalgia.....	54	54	54	54	54				.026
Cerebritis.....	2	2	2	2	2				.00099
Apoplexia.....	4	4	4	1	4	1.	.00049		.00049
Paralysis.....	12	12	12	12	12				.0019
Epilepsia.....	32	33	33	33	33				.0039
Neuralgia.....	1	1	1	1	1				.016
Dementia.....	1	1	1	1	1				.00049
Melancholia.....	2	2	2	2	2				.00099
Hypochondriasis.....	1	1	1	1	1				.00049
Delirium tremens.....	1	1	1	1	1				.00049
Nostalgia.....	1	1	1	1	1				.00049
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen.....	9	9	9	9	9				.004
2. Pustular—									
a. Impetigo.....	2	2	2	2	2				.00049
b. Tinea.....	1	1	1	1	1				.00049
c. Ecthyma.....	6	6	6	6	6				.0029
d. Acne.....	1	1	1	1	1				.00049
3. Squamous—									
a. Psoriasis.....	3	3	3	3	3				.0014
4. Vesicular—									
A. Vesiculae—									
a. Herpes.....	9	9	9	9	9				.004
b. Poxa.....	1	1	1	1	1				.00049
c. Eczema.....	3	3	3	3	3				.0014
B. Bullae—a. Pemphigus.....	2	2	2	2	2				.00099
II. Cellular:									
Hordeolum.....	2	2	2	2	2				.00099
Furunculus.....	103	103	103	103	103				.051
Anthrax.....	5	5	5	5	5				.0024
Abcessus.....	1	63	63	64	1				.001
Ulcus.....	19	19	19	20	1				.0099
Tumor.....	4	4	4	4	1				.0019
Adenitis.....	4	4	4	4	4				.0019
Phlegmon.....	3	3	3	3	3				.0014
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra.....	1	1	1	1	1				.00049
Rheumatismus acutus.....	2	95	96	97	1				.048
Rheumatismus chronicus.....	22	18	18	22	4				.01
II. Of Bones:									
Odontalgia.....	7	7	7	7	7				.0034
Caries.....	1	1	1	1	1				.00049
III. Of Joints:									
Synovitis.....	5	5	5	5	5				.0024
Paronychia.....	2	55	55	57	2				.028
Periostitis.....	1	6	7	7	7				.0034
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....									
b. Ascites.....	1	1	1	1	1				.00049
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	1	1	1	1	1				.00049
Ischuria renalis.....	3	3	3	3	3				.0014
Albuminuria.....	1	1	1	1	1				.00099
Cystitis.....	2	2	2	2	2				.00099
Enuresis.....	4	4	4	4	4				.0019
Dysuria.....	1	1	1	1	1				.00049

East Gulf squadron, from January 1, 1862, to December 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Continued.									
Gonorrhœa		35	35		35				.017
Paraphimosis		1	1		1				.00049
Urethræ strictura		3	3		3				.0014
Syphilis primary		16	16		16				.0079
Syphilis secondary		19	19		19				.0094
Orcbitis		23	23		23				.011
Varicocele		2	2		2				.00099
CLASS 10.—Cachexia and Malignant Dis-									
cases.									
Adynamia		14	13		14	1			.0069
Scrofula		1	1		1				.00049
Scorbutus		8	8		8				.0039
Carcinoma ventriculi		1			1	1			.00049
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		4	4		4				.0019
Conjunctivitis		11	11		11				.0054
Amaurosis		3	3		3				.0014
II. Of Ear:									
Otalgia		1	1		1				.00049
Otitis		4	4		4				.0019
Otorrhœa		1	1		1				.00049
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		1			1	1			.00049
Vulnus—									
Vulnus laceratum		4	4		4				.0019
Vulnus incisum		22	21		22	1			.01
Vulnus punctum	1	20	21		21				.01
Vulnus contusum	1	23	23		24	1			.011
Vulnus sclopeticum		23	21	2	23	.087	.00099		.011
Vulnus venenatum		1	1		1				.00049
Hernia		9	9		9				.0044
Fractura		10	9	1	10	1	.00049		.0049
Luxatio		7	7		7				.0034
Subluxatio		29	29		29				.014
Contusio		79	79		79				.039
Ambustio		10	10		10				.0049
Abrasio		7	7		7				.0034
Pernio		4	4		4				.0019
Total	94	2,319	2,275	35	2,343	33	.0149	.0173	1.16

EAST GULF SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 2,068;
number of vessels, 24.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	1	78	78		79	1			.008
Remittens	2	207	208		209	1			.1
Continua communis		26	26		26				.012
Typhoides		4	3	1	4		.25	.00048	.0019
Icterodes	3	45	46	1	48	1	.02	.00048	.023
II. <i>Ezanthemata</i> :									
Erysipelas	2	11	13		13				.0062
Rubeola		2	2		2				.00096
Urticaria		18	18		18				.0027
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		2	2		2				.00096
Tonsillitis	2	27	28		29	1			.014
Parotitis		4	4		4				.0019
Dyspepsia		10	10		10				.0048
Gastritis		3	3		3				.0014
Cholera communis		12	12		12				.0052
Hepatitis acuta		20	20		20				.0096
Hepatitis chronica		4	4		4				.0019
Icterus		10	9		10	1			.0048
Peritonitis		1	1		1				.00048
Enteritis		6	6		6				.0029
Constipatio		92	91		92	1			.044
Diarrhoea acuta	2	119	121		121				.052
Diarrhoea chronica	1	8	9		9				.0043
Dysenteria acuta		70	68	1	70	1	.014	.00048	.033
Dysenteria chronica		3	3		3				.0014
Colica		36	36		36				.017
Hæmorrhoids		18	18		18				.0027
Fistula ani	1	2	3		3				.0014
Prolapsus ani		1	1		1				.00048
Vermes		2	2		2				.00096
CLASS 3.—Diseases of the Respiratory System.									
Asthma		8	8		8				.0038
Bronchitis acuta	1	30	29	1	31	1	.032	.00048	.015
Bronchitis chronica		16	16		16				.0077
Catarrhus	3	190	193		193				.093
Laryngitis		3	3		3				.0014
Hæmoptysis		1	1		1				.00048
Pleuritis		19	19		19				.0081
Pneumonia		15	14	1	15		.066	.00048	.0072
Phthisis pulmonalis		14	12	1	14	1	.071	.00048	.0067
Pleurodynia		8	8		8				.0038
Coryza		3	3		3				.0014
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		10	9		10	1			.0048
II. Of Heart:									
Palpitatio	1	6	7		7				.0033
Carditis		2	2		2				.00096
Endocarditis		3	3		3				.0014
Pericarditis	1	2	3		3				.0014
Syncope		1	1		1				.00048
Hypertrophica		2	2		2				.00096
Angina pectoris		4	4		4				.0019
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		4	4		4				.0019
Cephalalgia		22	22		22				.01
Cerebritis		2	2		2				.00096
Apoplexia		1		1	1	1	.1	.00048	.00048

East Gulf squadron, from January 1, 1863, to December 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Continued.									
Paralysis		2	2		2				.00096
Epilepsia		2	2	1	5		.11	.00048	.0043
Neuralgia		28	28		28				.013
Mania		3	3		3				.0014
Dementia		2	2		2				.00096
Melancholia		2	2		2				.00096
Delirium tremens		2	2		2				.00096
Irritatio spinalis		2	2		2				.00096
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		6	6		6				.0029
b. Prurigo		1	1		1				.00048
2. Pustular—									
a. Impetigo		1	1		1				.00048
b. Ecthyma		1	1		1				.00048
c. Acne		1	1		1				.00048
3. Squamous—									
a. Psoriasis		2	2		2				.00096
4. Vesicular—									
A. Vesiculæ—									
a. Herpes		8	8		8				.0038
b. Psora		1	1		1				.00048
c. Eczema		2	2		2				.00096
B. Bullæ—a. Pemphigus		3	3		3				.0014
II. Cellular:									
Hordeolum		2	2		2				.00096
Furunculus		100	100		100				.048
Anthrax		4	4		4				.0019
Abscessus	1	44	44		45	1			.021
Ulcus	1	26	27		27				.013
Tumor		5	5		5				.0024
Adenitis		3	3		3				.0014
Phlegmon		2	2		2				.00096
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		5	5		5				.0024
Rheumatismus acutus		61	60		61	1			.029
Rheumatismus chronicus	5	73	77		78	1			.037
II. Of Bones:									
Odontalgia		2	2		2				.00096
Caries		2	2		2				.00096
III. Of Joints:									
Synovitis		2	2		2				.00096
Paronychia	2	40	42		42				.02
Periostitis		4	4		4				.0019
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca									
b. Ascites		1	1		1				.00048
		2	2		2				.00096
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		2	2		2				.00096
Ischuria renalis		1	1		1				.00048
Hæmaturia		1	1		1				.00048
Cystitis		3	3		3				.0014
Prostatitis		1	1		1				.00048
Calculus		1	1		1				.00048
Gonorrhœa		13	13		13				.0062
Paraphimosis		1	1		1				.00048
Urethræ strictura		5	4		5	1			.0024

East Gulf squadron, from January 1, 1863, to December 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9—Continued.									
Syphilis primary		4	4		4				.0019
Syphilis secondary		12	11		12	1			.0058
Orcchitis		98	98		28				.013
Hydrocele		2	2		2				.00096
Varicocele		3	3		3				.0014
CLASS 10.—Cahexie and Malignant Diseases.									
Adynamia	1	23	23		24	1			.011
Scrofula		4	4		4				.0019
Scorbutus		3	3		3				.0014
Carcinoma ventriculi	1		1		1				.00048
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		7	7		7				.0033
Ophthalmia		8	8		8				.0038
Iritis		1	1		1				.00048
Retinitis		1	1		1				.00048
Amaurosis		8	8		8				.0038
Hemeralopia		4	4		4				.0019
Ceratitis		1	1		1				.00048
Cataracta		1	1		1				.00048
Scleratitis		1	1		1				.00048
Fistula lachrymalis		1	1		1				.00048
II. Of Ear:									
Otitis		4	4		4				.0019
Otorrhœa		4	4		4				.0019
CLASS 12.—Injuries and Displacements.									
Concussio cerebri	1	1	2		2				.00096
Vulnus—									
Vulnus laceratum		2	2		2				.00096
Vulnus incisum	1	38	38		39	1			.018
Vulnus punctum		18	18		18				.0067
Vulnus contusum	1	44	42	1	45	2	.022	.00048	.021
Vulnus sclopeticum		39	32	6	39	1	.15	.0029	.018
Hernia		11	11		11				.0053
Fractura	1	14	15		15				.0072
Luxatio		4	4		4				.0019
Subluxatio		12	12		12				.0058
Contusio		76	75		76	1			.036
Ambustio		15	15		15				.0072
Abrasio		10	10		10				.0048
Submersio		1		1	1	1		.00048	.00048
Total	35	2,094	2,092	16	2,129	21	.0075	.0077	1.029

EAST GULF SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 2,191; number of vessels, 34.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—<i>Febria.</i>									
I. Intermittons	1	206	203	1	207	3	.0048	.00045	.094
Remittens	1	381	371	5	382	6	.013	.0022	.17
Continua communis		22	21	1	22		.045	.00045	.01
Typhoides		3	2	1	3		.33	.00045	.0013
Icteroidea	1	63	54	10	64		.15	.0045	.029
II. Exanthemata:									
Erysipelas		11	10	1	11		.09	.00045	.005
Rubeola		8	8		8				.0036
Varicellula		1	1		1				.00045
Urticaria		2	2		2				.00091
CLASS 2.—<i>Diseases of the Digestive System.</i>									
Stomatitis		6	6		6				.0027
Glossitis		1	1		1				.00045
Pharyngitis		3	3		3				.0013
Tonsillitis	1	55	52		56	4			.025
Parotitis		3	3		3				.0013
Dyspepsia		19	19		19				.0086
Gastritis		9	9		9				.0041
Hæmatemesis		1	1		1				.00045
Cholera communis		2	2		2				.00091
Hepatitis acuta		4	4		4				.0018
Hepatitis chronica		2	2		2				.00091
Icterus	1	13	13		14	1			.0063
Splenitis		2	2		2				.00091
Enteritis		5	5		5				.0022
Constipatio	1	64	65		65				.029
Diarrhoea acuta		170	170		170				.077
Diarrhoea chronica		15	14		15	1			.0068
Dysenteria acuta	1	76	75	1	77	1	.013	.00045	.035
Dysenteria chronica		6	6		6				.0027
Colica		37	37		37				.016
Hæmorrhoids		15	14		15	1			.0068
Fistula anal		2	2		2				.00091
Prolapsus anal		1	1		1				.00045
Vermes		2	2		2				.00091
CLASS 3.—<i>Diseases of the Respiratory System.</i>									
Asthma		4	2		4	2			.0018
Bronchitis acuta	1	64	60		65	5			.029
Bronchitis chronica		17	17		17				.0077
Catarrhus		155	154		155	1			.07
Laryngitis		1	1		1				.00045
Hæmoptysis		4	4		4				.0018
Pleuritis		37	36	1	37		.027	.00045	.016
Pneumonia		20	13	4	20	3	.2	.0018	.0091
Phthisis pulmonalis	1	26	25		27	2			.012
Pleurodynia		2	1		2	1			.00091
Influenza		1	1		1				.00045
CLASS 4.—<i>Diseases of the Circulatory System.</i>									
I. General:									
Anæmia	1	7	7		8	1			.0036
II. Of Heart:									
Palpitatio		2	1		2	1			.00091
Endocarditis		2	2		2				.00091
Pericarditis		3	2	1	3		.33	.00045	.0013
Dilatatio		2	2		2				.00091
Hypertrophica		7	6		7	1			.0031
Angina pectoris		2	1	1	2		.5	.00045	.00091
III. Of Blood Vessels:									
Varix		1	1		1				.0004

East Gulf squadron, from January 1, 1864, to December 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		2	2		2				.00001
Meningitis		1		1	1	1	.00045		.00045
Cephalalgia	28	27			28	1			.012
Apoplexia	1	1			1				.00045
Paralysis	4	4			4				.013
Epilepsia	14	14			14				.0062
Neuralgia	30	28			30	2			.013
Tetanus	2	2			2				.00091
Mania	2	2			2				.00091
Dementia	2	2			2				.00091
Convulsio	1	1			1				.00045
Chorea	1	1			1				.00045
Dellirium tremens	1	1			1				.00045
Irritatio spinalis	3	3			3				.0013
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous :									
1. Papular—									
a. Lichen		8	8		8				.0006
b. Prurigo		2	2		2				.00091
2. Pustular—									
a. Porrigo	1	1			1				.00045
b. Ecthyma	6	6			6				.0027
4. Vesicular—									
A. Vesiculae—									
a. Herpes	3	3			3				.0013
b. Psora	3	3			3				.0013
c. Eczema	7	7			7				.0031
B. Bullae—									
a. Pemphigus	12	11			12	1			.0054
b. Rupia	1	1			1				.00045
II. Cellular :									
Furunculus	2	142	143		144	1			.005
Anthrax		4	4		4				.0013
Abscessus	1	66	66		67	1			.03
Ulcus		30	30		30				.013
Tumor		6	6		6				.0027
Adenitis		3	3		3				.0013
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General :									
Lumbago		8	8		8				.0006
Rheumatismus acutus	1	113	112		114	2			.052
Rheumatismus chronicus	1	79	79		80	1			.036
II. Of Bones :									
Odontalgia		5	5		5				.0022
Necrosis		2	2		2				.00091
III. Of Joints :									
Coxalgia		2	2		2				.00091
Synovitis		6	6		6				.0027
Paronychia	34	34			34				.015
Periostitis	5	5			5				.0022
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops— <i>a.</i> Anasarca	3	3			3				.0013
<i>b.</i> Ascites	1	1			1				.00045
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		21	21		21				.0006
Ischuria renalis		1	1		1				.00045
Albuminuria		1			1	1			.00045
Cystitis		1	1		1				.00045
Emureosis		4	4		4				.0013

East Gulf squadron, from January 1, 1864, to December 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9—Continued.									
Gonorrhoea		23	21		23	2			.01
Spermatorrhoea		1	1		1				.00045
Paraphimosis		2	2		2				.00091
Urethra strictura	1	6	7		7				.0031
Syphilis primary		24	24		24				.011
Syphilis secondary	1	13	14		14				.0063
Orchitis		12	12		12				.0054
Hydrocele		2	2		2				.00091
Varicocele		4	4		4				.0018
CLASS 10.— <i>Cocheria, and Malignant Diseases.</i>									
Adynamia	1	11	12		12				.0054
Scrofula		4	4		4				.0018
Scorbutus		7	7		7				.0031
CLASS 11.— <i>Diseases of the Eye and Ear.</i>									
I. <i>Of Eye:</i>									
Ophthalmia		14	14		14				.0063
Iritis		2	2		2				.00091
Conjunctivitis		12	12		12				.0054
Amaraosis		2	2		2				.00091
Hemeralopia		2	2		2				.00091
Nyctalopia		1	1		1				.00045
II. <i>Of Ear:</i>									
Otalgia		1	1		1				.00045
Otitis		6	6		6				.0027
Otorrhoea		4	4		4				.0018
Surditas		2	2		2				.00091
CLASS 12.— <i>Injuries and Displacements.</i>									
Concussio cerebri		1		1	1	1		.00045	.00045
Vulnus incisum	1	35	35		36	1			.016
Vulnus punctum		28	28		28				.012
Vulnus contusum	2	51	53		53				.024
Vulnus sclopeticum	1	7	6	2	8		.25	.00091	.0036
Hernia		12	11		12	1			.0054
Fractura		10	9		10	1			.0045
Luxatio		5	4		5	1			.0022
Subluxatio		15	15		15				.0063
Contusio	1	63	63		64	1			.022
Ambustio		13	13		13				.0059
Abrasio		20	20		20				.0081
Pernio		2	2		2				.00091
Submersio		2		2	2	2		.00091	.00091
Total	23	2,658	2,597	33	2,681	51	.0123	.015	1.223

EAST GULF SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 2,195;
number of vessels, 30.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—<i>Febris.</i>									
I. Intermittens	5	96	99	—	101	2	—	—	.0046
Remittens	6	58	60	1	64	3	.015	.00045	.0029
Continua communis	—	32	32	—	32	—	—	—	.014
Typhoides	1	6	6	1	7	—	.14	.00045	.0031
II. <i>Ezanthemata</i> :									
Erysipelas	—	7	7	—	7	—	—	—	.0031
CLASS 2.—<i>Diseases of the Digestive System.</i>									
Stomatitis	—	4	4	—	4	—	—	—	.0018
Tonsillitis	4	24	27	—	28	1	—	—	.012
Parotitis	1	2	3	—	3	—	—	—	.0013
Dyspepsia	—	4	4	—	4	—	—	—	.0018
Gastritis	—	3	3	—	3	—	—	—	.0013
Cholera communis	—	9	5	—	9	4	—	—	.0041
Hepatitis acuta	—	1	1	—	1	—	—	—	.00045
Hepatitis chronica	—	3	3	—	3	—	—	—	.0013
Icterus	—	3	3	—	3	—	—	—	.0013
Enteritis	—	1	1	—	1	—	—	—	.00045
Constipatio	—	39	39	—	39	—	—	—	.017
Diarrhoea acuta	1	69	62	—	70	8	—	—	.031
Diarrhoea chronica	—	5	5	—	5	—	—	—	.0022
Dysenteria acuta	2	24	25	—	26	1	—	—	.011
Dysenteria chronica	—	1	1	—	1	—	—	—	.00045
Colica	—	15	15	—	15	—	—	—	.0068
Hæmorrhoids	—	9	9	—	9	—	—	—	.0041
Fistula ani	—	2	2	—	2	—	—	—	.00091
Vermes	—	1	1	—	1	—	—	—	.00045
CLASS 3.—<i>Diseases of the Respiratory System.</i>									
Diphtheria	—	1	1	—	1	—	—	—	.00045
Asthma	2	4	6	—	6	—	—	—	.0027
Bronchitis acuta	10	49	59	—	59	—	—	—	.026
Bronchitis chronica	—	5	5	—	5	—	—	—	.0022
Catarrhus	2	56	57	—	58	1	—	—	.026
Laryngitis	—	5	5	—	5	—	—	—	.0022
Hæmoptysis	—	2	2	—	2	—	—	—	.00091
Pleuritis	—	25	25	—	25	—	—	—	.011
Pneumonia	2	12	11	2	14	1	.14	.00091	.0063
Phthisis pulmonalis	3	8	11	—	11	—	—	—	.005
Influenza	—	2	2	—	2	—	—	—	.00091
Pleurodynia	1	1	2	—	2	—	—	—	.00091
CLASS 4.—<i>Diseases of the Circulatory System.</i>									
I. <i>General</i> :									
Anæmia	1	3	2	—	4	2	—	—	.0018
II. <i>Of Heart</i> :									
Palpitatio	2	2	4	—	4	—	—	—	.0018
Pericarditis	—	1	1	—	1	—	—	—	.00045
Hypertrophia	1	4	5	—	5	—	—	—	.0022
Angina pectoris	—	5	4	—	5	1	—	—	.0022
III. <i>Of Blood Vessels</i> :									
Aneurismus	—	1	1	—	1	—	—	—	.00045
CLASS 5.—<i>Diseases of the Brain and Nervous System.</i>									
Cephalalgia	—	9	9	—	9	—	—	—	.0041
Apoplexia	—	1	1	—	1	—	—	—	.00045
Paralysis	—	3	3	—	3	—	—	—	.0013
Epilepsia	—	3	3	—	3	—	—	—	.0013
Neuralgia	2	12	14	—	14	—	—	—	.0063
Tetanus	—	1	1	—	1	—	—	—	.00045
Mania	—	1	1	—	1	—	—	—	.00045
Chorea	—	1	1	—	1	—	—	—	.00045
Delirium tremens	—	2	2	—	2	—	—	—	.00091

East Gulf squadron, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		3	3		3				.0013
b. Prurigo		3	3		3				.0013
2. Pustular—									
a. Ecthyma		3	3		3				.0013
4. Vesicular—									
A. Vesiculae—									
a. Psora	6	1	7		7				.0031
b. Eczema		5	4		5	1			.0022
B. Bullae—a. Pemphigus	1	1	2		2				.00091
II. Cellular:									
Furunculus	2	44	43		46	3			.02
Anthrax		2	2		2				.00091
Abscessus	3	29	30		32	2			.014
Ulcus	2	11	13		13				.0059
Tumor		1	1		1				.00045
Adenitis	1	2	3		3				.0013
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		1	1		1				.00045
Rheumatismus acutus	2	48	46		50	4			.022
Rheumatismus chronicus	3	42	44		45	1			.02
II. Of Bones:									
Odontalgia		2	2		2				.00091
Necrosis		2	2		2				.00091
III. Of Joints:									
Synovitis	2	1			2	1			.00091
Paronychia	27	26			27	1			.012
Periostitis	1	1			1				.00045
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		1	1		1				.00045
Albuminuria	1		1		1				.00045
Enuresis		1	1		1				.00045
Dysuria		1	1		1				.00045
Gonorrhoea	1	11	12		12				.0054
Phimosis		2	1		2	1			.00091
Urethrae strictura		2	1		2	1			.00091
Syphilis primary	15	15	15		15				.0068
Syphilis secondary	13	13	13		13				.0059
Orethritis	6	6	6		6				.0027
Hydrocele	1	1	1		1				.00045
Varicocele		4	4		4				.0018
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	1	3	3		4	1			.0018
Scrofula		4	4		4				.0018
Scorbutus		9	9		9				.0041
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		4	3		4	1			.0018
Iritis		1	1		1				.00045
Conjunctivitis		9	9		9				.0041
Amaurosis		1	1		1				.00045
Scleritis		1	1		1				.00045
II. Of Ear:									
Otalgia		1	1		1				.00045
Otitis		4	4		4				.0018
Otorrhoea		2	2		2				.00091

East Gulf squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		2		2	2		2	.00091	.00091
Vulnus—									
Vulnus laceratum.....		2	2		2			.00091	.00091
Vulnus incisum.....	1	21	21		23	1		.01	.01
Vulnus punctum.....		8	8		8			.0036	.0036
Vulnus contusum.....		23	23		23			.01	.01
Vulnus sclopeticum.....	1	3	1	2	3		.66	.00091	.0013
Hernia.....	1	5	6		6			.0027	.0027
Fractura.....	3	4	7		7			.0031	.0031
Luxatio.....	1	4	5		5			.0022	.0022
Subluxatio.....		17	17		17			.0077	.0077
Contusio.....	1	25	26		26			.011	.011
Ambustio.....		5	5		5			.0022	.0022
Abrasio.....	1		1		1			.00045	.00045
Fernio.....		2	2		2			.00091	.00091
Submersio.....		2		2	2			.00091	.00091
Total.....	78	1,085	1,111	10	1,163	42	.0085	.0045	.529

WEST GULF SQUADRON.

Commencing at and including Pensacola, and extending westward to the Rio Grande; from January 1, 1862, to December 31, 1862. Average number of ships' companies, 7,371; total number of vessels in squadron, 59.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	6	2,203	2,193	3	2,209	13	.0013	.0004	.29
Remittens.....		1,106	1,078	23	1,106	5	.02	.0031	.15
Continua communis.....		107	105		107	2			.014
Typhus.....		3	2	1	3		.33	.00013	.0004
Typhoides.....		38	27	11	38		.289	.0014	.0051
Icterodes.....		11	8	3	11		.27	.0004	.0014
II. Exanthemata:									
Erysipelas.....		27	27		27				.0026
Scarlatina.....		4	3	1	4		.25	.00013	.00054
Rubeola.....	1	31	31	1	32		.031	.00013	.0043
Variceloides.....		1	1		1				.00013
Urticaria.....		5	5		5				.00067
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		16	16		16				.0021
Gastrodynia.....		13	13		13				.0017
Glossitis.....		1	1		1				.00013
Mal de Mer.....		1		1	1		1.	.00013	.00013
Tonsillitis.....	3	117	119		120	1			.016
Parotitis.....		9	9		9				.0012
Oesophagitis.....		1	1		1				.00013
Pharyngitis.....		3	3		3				.0004
Dyspepsia.....		98	98		98				.013
Gastritis.....		37	37		37				.005
Hæmatemesis.....		1	1		1				.00013
Cholera communis.....		47	47		47				.063
Hepatitis acuta.....		22	21		22	1			.0029

West Gulf squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2.—Continued.									
Hepatitis chronica.....		7	7		7				.00094
Icterus.....		30	30		30				.004
Splenitis.....		1	1		1				.00013
Peritonitis.....		7	4	3	7		.42	.0004	.00094
Enteritis.....		19	15	3	19	1	.15	.0004	.0025
Constipation.....		134	132		134	2			.018
Diarrhœa acuta.....	1	1,406	1,386	2	1,407	19	.0014	.00027	.19
Diarrhœa chronica.....	2	72	69	2	74	3	.027	.00027	.01
Dysenteria acuta.....		327	314	5	327	8	.015	.00067	.044
Dysenteria chronica.....	1	14	13		15	2			.002
Colica.....	1	111	108	1	112	3	.0089	.00013	.015
Hæmorrhoids.....	1	44	43		45	2			.0061
Fistula ani.....		5	5		5				.00067
Prolapsus ani.....		3	3		3				.0004
Vermes.....		7	7		7				.00094
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria.....		2	2		2				.00027
Asthma.....		12	10		12	2			.0016
Bronchitis acuta.....	19	276	287		295	8			.04
Bronchitis chronica.....	1	56	55		57	2			.0077
Catarrhus.....	7	658	649	1	665	15	.0015	.00013	.09
Laryngitis.....		32	32		32				.0043
Hæmoptysis.....		28	26	1	28	1	.035	.00013	.0038
Pleuritis.....		70	69		70	1			.0094
Pneumonia.....	3	44	43	3	47	1	.063	.0004	.0063
Phthisis pulmonalis.....	6	57	54	3	63	6	.047	.0004	.0085
Influenza.....		24	20		24	4			.0032
Pleurodynia.....	1	18	19		19				.0025
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		20	20		20				.0027
Plethora.....	1		1		1				.00013
II. Of Heart:									
Palpitation.....	1	26	26		27	1			.0036
Carditis.....		1		1	1	1	.1	.00013	.00013
Endocarditis.....		1	1		1				.00013
Pericarditis.....		5	4	1	5		.2	.00013	.00067
Dilatation.....		2	2		2				.00027
Hypertrophia.....		5	4	1	5		.2	.00013	.00067
Angina pectoris.....		1	1		1				.00013
III. Of Blood Vessels:									
Varix.....	1	6	7		7				.00094
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio.....		12	12		12				.0016
Meningitis.....	1	0	1		1				.00013
Cerebritis.....		2	1	1	2		.5	.00013	.00027
Apoplexia.....		6	3	3	6		.5	.0004	.00081
Paralysis.....		7	3	1	7	3	.14	.00013	.00094
Epilepsia.....		26	26		26				.0035
Neuralgia.....	1	62	62		63	1			.0085
Chorea.....		1	1		1				.00013
Mania.....	1	5	6		6				.00081
Dementia.....		7	6	1	7		.14	.00013	.00094
Melancholia.....		7	7		7				.00094
Hypochondriasis.....		4	3	1	4		.25	.00013	.00054
Delirium tremens.....	17	16	1	17			.058	.00013	.0023
Irritatio spinalis.....		1	1		1				.00013
Vertigo.....		6	6		6				.00081
Myelitis.....		1	1		1				.00013
Cephalalgia.....		96	96		96				.013
Convulsions.....		2	2		2				.00027

West Gulf squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous :									
1. Papular—									
a. Lichen		8	8		8				.001
2. Pustular—		3	2		3	1			.0004
a. Impetigo		9	9		9				.0022
b. Ecthyma									
3. Squamous—									
a. Lepra		1	1		1				.00013
b. Psoriasis		2	2		2				.00027
4. Vesicular—									
A. Vesiculae—									
a. Herpes		4	4		4				.00054
b. Psora	1		1		1				.00013
c. Eczema		6	6		6				.00081
II. Cellular :									
Furunculus	3	250	252		253	1			.034
Anthrax	1	28	29		29				.0009
Abscessus	1	165	162	1	166	3	.006	.00013	.022
Ulcus	1	65	64		66	2			.0089
Tumor		11	10		11				.0014
Adenitis	2	41	37		43	6			.0058
Hordeolum		4	4		4				.00054
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General :									
Lumbago		3	3		3				.0004
Podagra		5	5		5				.00067
Rheumatismus acutus	9	319	315		328	13			.044
Rheumatismus chronicus	3	153	148		156	8			.021
II. Of Bones :									
Odontalgia	1	16	17		17				.0003
Caries		3	3		3				.0025
Necrosis		1	1		1				.00013
III. Of Joints :									
Coxalgia		2	2		2				.00027
Synovitis		17	16		17	1			.0023
Hydrarthrus		1			1	1			.00013
Paronychia	1	124	123		125	2			.017
Periostitis		6	6		6				.00021
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca		23	21		23	2			.0031
b. Ascites		2	1		2	1			.00027
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		10	9		10	1			.0013
Ischuria renalis		2	2		2				.00027
Diabetes		1			1	1			.00013
Albuminuria		2	2		2				.00027
Hæmaturia		2	2		2				.00027
Cystitis		7	7		7				.00024
Enuresis		4	4		4				.00054
Dysuria	1	7	8		8				.001
Calculus		1	1		1				.00013
Gonorrhœa	124	119			124	5			.016
Phimosis		2	2		2				.00027
Paraphimosis		3	3		3				.0004
Urethræ strictura	1	22	20	1	23	2	.043	.00013	.0031
Syphilis primary	2	137	127		139	12			.018
Syphilis secondary	4	91	87		95	8			.012
Orchitis		68	63		68	5			.0029
Hydrocele		5	5		5				.00067
Spermatorrhœa		2	2		2				.00027

West Gulf squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick and of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia		89	90	2	82		.094	.00027	.011
Scrofula		14	13		14	1			.0019
Scorbutus		90	90		90				.012
Carcinoma		1	1		1				.00013
Epithelioma		1	1		1				.00013
Purpura		2	2		2				.00027
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		37	35		37	2			.005
Iritis		3	3		3				.0004
Conjunctivitis		43	43		43				.0058
Amaurosis		2	2		2				.00027
Hemeralopia	1	9	10		10				.00013
Nyctalopia		5	5		5				.00067
Cataracta		1	1		1				.00013
Fistula lacrymalis		1	1		1				.00013
II. Of Ear:									
Otalgia		3	3		3				.0004
Otitis		18	17		18	1			.0024
Otorrhoea		7	7		7				.00094
Surditas		2	2		2				.00027
CLASS 12.—Injuries and Displacements									
Concussio cerebri		7	6	1	7		.14	.00013	.00094
Vulnus—									
Vulnus laceratum		13	13		13				.0017
Vulnus incisum	2	94	94		96	2			.013
Vulnus punctum		45	45		45				.0061
Vulnus contusum	6	129	122		135	3			.018
Vulnus sclopeticum	1	225	156	69	226	1	.3	.0093	.03
Hernia		25	25		25				.0033
Fractura	5	49	51	3	54		.055	.0004	.0073
Luxatio	2	8	10		10				.0013
Subluxatio		91	89		91	2			.012
Contusio	3	298	296		301	5			.04
Ambustio		35	32	1	35	2	.028	.00013	.0047
Abrasio		29	28		29	1			.0039
Pernio		4	4		4				.00054
Amputatio		2	2		2				.00027
Rupture of spleen		1		1	1		.1	.00013	.00013
Rupture of vena cava ascendens		1		1	1		.1	.00013	.00013
Submersio		9		9	9		.9	.0012	.0012
Coup de soleil		2	2		2				.00027
Total	110	10,945	10,564	168	10,955	203	.0153	.0227	1.486

WEST GULF SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 6,469;
number of vessels, 64.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of company.
CLASS 1.—Febria.									
I. Intermittens.	8	2,113	2,095	3	2,121	23	.0014	.00046	.32
Remittens	7	245	235	12	252	5	.047	.0018	.038
Continua communis	1	121	119		122	3			.018
Dengue	3	92	95		95				.014
Typhoides		29	23	6	29		.2	.00092	.0044
Icterodes		267	185	80	267	2	.3	.0123	.041
II. Ezanthemata:									
Erysipelas		14	13		14	1			.0021
Rubeola	1	28	29		29				.0044
Variola		2	2		2				.0003
Varioloides		2	2		2				.0003
Urticaria		4	4		4				.00061
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		26	26		26				.004
Glossitis		4	4		4				.00061
Tonsillitis		91	89		91	2			.014
Parotitis		41	39		41	2			.0063
Dyspepsia		66	66		66				.01
Gastritis	1	24	22	2	25	1	.06	.0003	.0038
Hæmatemesia		1	1		1				.00015
Cholera communis		54	53	1	54		.018	.00015	.0083
Hepatitis acuta	1	13	14		14				.0021
Hepatitis chronica		11	11		11				.0017
Icterus		28	27		28	1			.0043
Splenitis		10	9		10	1			.0015
Peritonitis		1	1		1				.00015
Enteritis		13	12	1	13		.077	.00015	.002
Constipatio	2	105	107		107				.016
Diarrhœa acuta	17	859	863	3	876	10	.0034	.00046	.13
Diarrhœa chronica	3	66	61	4	69	4	.058	.00061	.01
Dysenteria acuta	12	281	290	2	293	1	.0068	.0003	.045
Dysenteria chronica	2	18	18		20	2			.003
Colica	3	74	77		77				.011
Fistula perineal.		1	1		1				.00015
Hæmorrhoids	2	37	38		39	1			.006
Fistula ani.		3	3		3				.00046
Prolapsus ani		5	5		5				.00077
Vermes		1	1		1				.00015
Melæna		1	1		1				.00015
CLASS 3.—Diseases of the Respiratory System.									
Asthma	1	7	7		8	1			.0012
Bronchitis acuta	8	246	248		254	6			.039
Bronchitis chronica	2	57	56		59	3			.0091
Catarrhus	9	464	459		473	14			.073
Laryngitis		20	19		20	1			.003
Hæmoptysis	2	22	23		24	1			.0037
Pleuritis	1	51	49		52	3			.008
Pneumonia	4	51	48	6	55	1	.1	.00092	.0085
Phthisis pulmonalis	6	58	57	5	64	2	.078	.00077	.0098
Influenza	5	10	14		15	1			.0023
Pleurodynia		31	31		31				.0048
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		34	34		34				.0058
II. Of Heart:									
Palpitatio	1	64	64		65	1			.01
Carditis		4	3	1	4		.25	.00015	.00061
Endocarditis		7	4	1	7	2	.14	.00015	.001
Pericarditis		9	7	1	9	1	.11	.00015	.0013
Dilatatio	1	3	4		4				.00061
Hypertrophia		8	7		8	1			.0012
Angina pectoris	1	2	3		3				.00046
III. Of Blood Vessels:									
Varix		13	13		13				.002

West Gulf squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Vertigo.....	1	7	8	.....	8	.....	.....	.....	.0012
Meningitis.....	.....	2	2	.....	2	.....	.....	.....	.0003
Cerebritis.....	.....	5	3	2	5	.....	.....	.....	.00077
Apoplexia.....	.....	3	1	2	3	.....	.66	.0003	.00046
Paralysis.....	2	7	8	1	9	.....	.11	.00015	.0013
Epilepsia.....	1	16	15	1	17	1	.058	.00015	.0026
Neuralgia.....	.....	50	48	.....	50	2	.....	.....	.0077
Cephalalgia.....	.....	72	71	.....	72	1	.....	.....	.011
Mania.....	.....	2	2	.....	2	.....	.....	.....	.0003
Dementia.....	.....	4	4	.....	4	.....	.....	.....	.00061
Hysteria.....	.....	1	1	.....	1	.....	.....	.....	.00015
Hypochondriasis.....	.....	1	1	.....	1	.....	.....	.....	.00015
Delirium tremens.....	.....	14	14	.....	14	.....	.....	.....	.0021
Irritatio spinalis.....	.....	16	14	.....	16	2	.....	.....	.0024
Congestio spinalis.....	.....	2	2	.....	2	.....	.....	.....	.0003
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—	.....	.....	.....	.....	.....	.....	.....	.....	.....
a. Lichen.....	.....	28	28	.....	28	.....	.....	.....	.0043
b. Prurigo.....	.....	1	1	.....	1	.....	.....	.....	.00015
2. Pustular—	.....	.....	.....	.....	.....	.....	.....	.....	.....
a. Impetigo.....	1	.....	1	.....	1	.....	.....	.....	.00015
b. Porrigo.....	.....	2	2	.....	2	.....	.....	.....	.0003
c. Ecthyma.....	.....	7	7	.....	7	.....	.....	.....	.01
d. Acne.....	.....	2	2	.....	2	.....	.....	.....	.0003
3. Squamous—	.....	.....	.....	.....	.....	.....	.....	.....	.....
a. Lepros.....	.....	1	1	.....	1	.....	.....	.....	.00015
4. Vesicular—	.....	.....	.....	.....	.....	.....	.....	.....	.....
A. Vesicule—	.....	.....	.....	.....	.....	.....	.....	.....	.....
a. Herpes.....	.....	10	10	.....	10	.....	.....	.....	.0015
b. Psora.....	.....	5	5	.....	5	.....	.....	.....	.00077
c. Exezema.....	.....	22	21	.....	22	1	.....	.....	.0034
B. Bullæ—a. Pemphigus.....	.....	1	1	.....	1	.....	.....	.....	.00015
II. Cellular—									
Bordecolum.....	.....	1	1	.....	1	.....	.....	.....	.00015
Furunculus.....	2	172	173	.....	174	1	.....	.....	.026
Anthrax.....	.....	15	15	.....	15	.....	.....	.....	.0023
Abscessus.....	4	98	100	1	102	1	.0098	.00015	.015
Ulcus.....	3	34	37	.....	37	.....	.....	.....	.0057
Tumor.....	1	11	12	.....	12	.....	.....	.....	.0018
Adenitis.....	4	52	52	.....	56	4	.....	.....	.0086
Phlegmon.....	.....	3	3	.....	3	.....	.....	.....	.00046
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General—									
Podagra.....	.....	1	1	.....	1	.....	.....	.....	.00015
Rheumatismus acutus.....	12	240	243	.....	252	9	.....	.....	.038
Rheumatismus chronicus.....	7	202	196	.....	209	13	.....	.....	.033
II. Of Bones:									
Odontalgia.....	.....	13	13	.....	13	.....	.....	.....	.002
Caries.....	.....	2	2	.....	2	.....	.....	.....	.0003
Necrosis.....	.....	3	3	.....	3	.....	.....	.....	.00046
III. Of Joints:									
Coxalgia.....	.....	2	2	.....	2	.....	.....	.....	.0003
Synovitis.....	1	12	11	.....	13	2	.....	.....	.002
Hydrarthrus.....	1	1	2	.....	2	.....	.....	.....	.0003
Paronychia.....	2	67	68	.....	69	1	.....	.....	.01
Periostitis.....	.....	15	13	.....	15	2	.....	.....	.0023
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....	2	4	6	.....	6	.....	.....	.....	.00092
b. Ascites.....	.....	3	2	.....	3	1	.....	.....	.00046

West Gulf squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick and of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	18	18		19	1			.0029
Ichuria renalis		3	3		3				.00046
Prostatitis		1	1		1				.00015
Albuminuria		9	1		9	1			.0003
Epididymitis		2	2		2				.0003
Cystitis	1	6	6		6				.00029
Emureals		6	6		6				.00022
Dysuria		4	4		4	1			.00077
Calculus		4	4		4				.00061
Gonorrhoea	1	134	132		135	3			.02
Phimosis		7	7		7				.001
Paraphimosis		1			1	1			.00015
Urethra strictura	1	27	26		28	2			.0043
Syphilis primary	11	196	194		209	15			.032
Syphilis secondary	5	102	101		107	6			.016
Orchitis	3	63	64		66	2			.01
Hydrocele		3	3		3				.00046
Spermatorrhoea		5	5		5				.00077
Varicocele		9	9		9				.0013
Sarcocoele		1	1		1				.00015
CLASS 10.—Cockle, and Malignant Diseases.									
Adynamia		99	95	1	99	3	.01	.00015	.015
Scrofula	1	9	9		10	1			.0015
Scorbutus		41	41		41				.0053
Purpura		2	2		2				.0003
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia	1	27	28		28				.0043
Iritis	1	5	6		6				.00022
Conjunctivitis		38	37		38	1			.0058
Amaurosis		5	5		5				.00077
Hemeralopia		23	23		23				.0035
Pterygium		2	2		2				.0003
II. Of Ear:									
Otalgia		10	10		10				.0015
Otitis	1	10	10		11	1			.0017
Otorrhoea		6	5		6	1			.00022
Surditas		6	6		6				.00022
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		7	6	1	7		.14	.00015	.001
Vulnus—									
Vulnus laceratum		10	10		10				.0015
Vulnus incisum	2	69	69		71	2			.01
Vulnus punctum		51	51		51				.0078
Vulnus contusum	1	154	151		155	4			.024
Vulnus sclopeticum	1	92	62	31	93		.33	.0048	.014
Hernia	1	30	29		31	2			.0048
Fractura	2	29	31		31				.0048
Luxatio		10	10		10				.0015
Subluxatio		95	91		95	4			.014
Contusio	5	189	188		194	6			.03
Ambustio	2	35	35	2	37		.054	.0003	.0057
Abrasio	1	20	21		21				.0032
Pernio		1	1		1				.00015
Contusio cerebri		1	1		1				.00015
Suicidium		1		1	1		1	.00015	.00015
Coup de soleil		1	1		1				.00015
Submersio		66		66	66		.66	.01	.01
Total	190	8,884	8,642	237	9,074	195	.026	.036	1.4

WEST GULF SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 6,969 ; number of vessels, 62.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	25	1,060	1,076	2	1,085	7	.0018	.00028	.155
Remittens	9	797	787	12	806	7	.014	.0017	.115
Continua communis	4	136	140		140				.02
Typhoides		30	25	2	30	3	.066	.00028	.0043
Icterodes		70	58	12	70		.17	.0017	.01
II. Exanthemata:									
Erysipelas		43	43		43				.0061
Rubeola		14	14		14				.002
Varicella		9	8		9	1			.0012
Varioloides		6	5		6	1			.00086
Varicella		1	1		1				.00014
Urticaria		3	3		3				.00043
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		27	27		27				.0038
Glossitis		1	1		1				.00014
Tonsillitis	2	67	67		69	2			.0099
Parotitis	2	16	18		18				.0025
Oesophagitis		2	2		2				.00028
Dyspepsia		48	47		48	1			.0068
Gastritis	1	33	32	2	34	.06	.00028	.00028	.0048
Cholera communis		29	27	1	29	1	.034	.00014	.0041
Hepatitis acuta		32	32		32				.0045
Hepatitis chronica		18	18		18				.0025
Icterus	1	26	26		27	1			.0038
Splenitis	1	7	7	1	8	.12	.00014		.0011
Peritonitis		4	4		4				.00057
Enteritis		14	13	1	14	.07	.00014		.002
Constipatio		120	115		120	5			.017
Diarrhoea acuta	10	1,019	1,005	2	1,029	22	.0019	.00028	.147
Diarrhoea chronica	3	132	134	1	135		.0074	.00014	.019
Dysentery acuta	1	310	300	8	311	3	.025	.0011	.044
Dysentery chronica	2	31	33		33				.0047
Colica		78	77	1	78	2	.012	.00014	.011
Hæmorrhoids	1	60	60		61	1			.0087
Fistula ani		8	8		8				.0011
Prolapsus ani		3	3		3				.00043
Vermes		1	1		1				.00014
CLASS 3.—Diseases of the Respiratory System.									
Influenza	1	2	2		3	1			.00043
Asthma	1	13	12		14	2			.002
Bronchitis acuta	5	225	228	2	240	10	.0063	.00028	.034
Bronchitis chronica	3	73	70		76	6			.01
Catarrhus	24	374	386		398	12			.057
Laryngitis	1	37	34	3	38	1	.079	.00043	.0054
Hæmoptysis	1	21	21		22	1			.0031
Pleuritis	3	74	75		77	2			.011
Pneumonia		49	44	4	49	1	.081	.00057	.007
Phthisis pulmonalis	2	57	54	1	59	4	.017	.00014	.0084
Pleurodynia		25	25		25				.0035
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		22	21		22	1			.0031
Plethora		2	2		2				.00028
II. Of Heart:									
Palpitatio		57	57		57				.0081
Endocarditis	2	3	5		5				.00071
Pericarditis	1	4	4	1	5	2	.00014		.00071
Dilatatio		1	1		1				.00014
Hypertrophia	1	11	11		12	1			.0017
Angina pectoris		8	8		8				.0011
III. Of Blood Vessels:									
Aneurismus		1	1		1				.00014
Varix		10	10		10				.0014

West Gulf squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		4	4		4				.00057
Meningitis		2	2		2				.00028
Cephalalgia	1	43	44		44				.0063
Apoplexia		5	2	3	5		.6	.00043	.00071
Paralysis		8	7	1	8		.12	.00014	.0011
Epilepsia	1	35	34	2	36		.055	.00028	.0051
Neuralgia	2	61	62		63	1			.009
Mania		5	5		5				.00071
Dementia		9	9		9				.0013
Melancholia		3	3	3	3				.00043
Delirium tremens		9	9		9				.0013
Irritatio spinalls	1	10	11		11				.0015
Myelitis		1	1		1				.00014
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		14	14		14				.002
b. Prurigo		7	7		7				.001
2. Pustular—									
a. Impetigo		12	12		12				.0017
b. Porrigo		1	1		1				.00014
c. Ecthyma		13	13		13				.0018
3. Squamous:									
a. Psoriasis		4	4		4				.00057
4. Vesicular—									
A. Vesiculae—									
a. Herpes		7	7		7				.001
b. Psora		6	6		6				.00086
c. Eczema	1	17	18		18				.0025
B. Bullae—									
a. Pemphigus		3	3		3				.00043
b. Rupia		2	2		2				.00028
II. Cellular:									
Furunculus	1	237	236		238	2			.034
Anthrax		12	12		12				.0017
Abscessus	2	142	140		144	4			.02
Ulcus		71	67		71	4			.01
Tumor		12	11		12	1			.0017
Adenitis	3	40	42		43	1			.0061
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		1	1		1				.00014
Rheumatismus acutus	5	292	220		227	7			.032
Rheumatismus chronicus	16	216	228		232	4			.033
II. Of Bones:									
Odontalgia		15	15		15				.0021
Exostosis		1	1		1				.00014
Caries		3	3		3				.00043
Necrosis		5	5		5				.00071
III. Of Joints:									
Synovitis		17	17		17				.0024
Hydrarthrus		6	5		6	1			.00086
Paronychia	1	144	144		145	1			.02
Periostritis	2	8	10		10				.0014
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops— <i>a.</i> Anasarca	1	8	9		9				.0013
<i>b.</i> Ascites		3	3		3				.00043

West Gulf squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	11	12	.....	12	.....	.....	.....	.0017
Albuminuria	1	8	9	.....	9	.....	.....	.....	.0013
Hæmaturia .....	.....	3	3	.....	3	.....	.....	.....	.00043
Cystitis .....	.....	6	6	.....	6	.....	.....	.....	.00086
Enuresis .....	.....	5	5	.....	5	.....	.....	.....	.00071
Dysuria	1	3	4	.....	4	.....	.....	.....	.00057
Calculus .....	.....	3	3	.....	3	.....	.....	.....	.00043
Gonorrhœa	3	116	119	.....	119	.....	.....	.....	.017
Phimosis .....	.....	8	8	.....	8	.....	.....	.....	.0011
Paraphimosis	1	1	2	.....	2	.....	.....	.....	.00028
Urethra strictura	1	14	14	.....	15	1	.....	.....	.0021
Syphilis primary	17	169	177	.....	186	9	.....	.....	.026
Syphilis secondary	5	113	115	.....	118	3	.....	.....	.017
Orchitis	3	77	76	.....	80	4	.....	.....	.011
Hydrocele .....	.....	6	6	.....	6	.....	.....	.....	.00086
Varicocele .....	.....	8	8	.....	8	.....	.....	.....	.0011
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	2	118	117	2	120	1	.016	.00028	.017
Serofula	2	13	15	.....	15	.....	.....	.....	.0021
Scorbutus .....	.....	42	42	.....	42	.....	.....	.....	.006
Carcinoma .....	.....	1	1	.....	1	.....	.....	.....	.00014
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia .....	.....	27	27	.....	27	.....	.....	.....	.0038
Iritis .....	.....	8	8	.....	8	.....	.....	.....	.0011
Conjunctivitis	1	46	47	.....	47	.....	.....	.....	.0067
Amaurosis .....	.....	6	6	.....	6	.....	.....	.....	.00086
Hemeralopia .....	.....	8	8	.....	8	.....	.....	.....	.0011
Nyctalopia .....	.....	4	4	.....	4	.....	.....	.....	.00057
Cataracta	1	.....	1	.....	1	.....	.....	.....	.00014
Fistula lachrymalis .....	.....	1	1	.....	1	.....	.....	.....	.00014
II. Of Ear:									
Otalgia .....	.....	10	10	.....	10	.....	.....	.....	.0014
Otitis	1	14	15	.....	15	.....	.....	.....	.0021
Otorrhœa	1	13	14	.....	14	.....	.....	.....	.002
Surditas .....	.....	4	4	.....	4	.....	.....	.....	.00057
CLASS 12.—Injuries and Displacements.									
Concussio cerebri .....	.....	14	11	3	14	.....	.21	.00043	.002
Vulnus—									
Vulnus incisum	4	86	89	.....	90	1	.....	.....	.012
Vulnus punctum .....	.....	55	54	.....	55	1	.....	.....	.0079
Vulnus contusum	5	198	197	.....	203	6	.....	.....	.029
Vulnus sclopeticum .....	.....	161	116	45	161	.....	.28	.0064	.023
Hernia	1	28	29	.....	29	.....	.....	.....	.0041
Fractura	7	43	44	5	50	1	.1	.00071	.0071
Luxatio .....	.....	4	4	.....	4	.....	.....	.....	.00057
Subluxatio	4	66	69	.....	70	1	.....	.....	.01
Contusio	4	261	256	2	265	7	.0075	.00028	.038
Ambustio .....	.....	69	67	1	69	1	.014	.00014	.0089
Abrasio .....	.....	17	17	.....	17	.....	.....	.....	.0024
Fernio .....	.....	11	11	.....	11	.....	.....	.....	.0015
Submersio .....	.....	110	.....	110	110	.....	.110	.0157	.0157
Total	210	8,767	8,586	230	8,977	161	.0256	.035	1.36

WEST GULF SQUADRON

From January 1, 1865, to June 30, 1865. Average number of ship's companies, 6,255;
number of vessels, 77.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of company.
CLASS 1.—Febris.									
I. Intermittens	7	312	302	.....	319	19	.....	.....	.051
Remittens	6	190	187	2	196	7	.01	.00032	.031
Continua communis	1	44	44	.....	45	1	.....	.....	.0071
Typhus .....	.....	2	1	.....	2	1	.....	.....	.00039
Typhoides	3	13	15	1	16	.....	.062	.00016	.0025
II. <i>Erythematæ</i>:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erysipelas .....	.....	18	16	.....	18	2	.....	.....	.0028
Rubeola .....	.....	1	1	.....	1	.....	.....	.....	.00016
Varicella	4	31	35	.....	35	.....	.....	.....	.0055
Varicellæ	1	9	9	1	10	.....	.1	.00016	.0016
Urticaria .....	.....	1	1	.....	1	.....	.....	.....	.00016
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	8	8	.....	8	.....	.....	.....	.0019
Glossitis .....	.....	3	3	.....	3	.....	.....	.....	.00048
Tonsillitis	2	42	43	.....	44	1	.....	.....	.007
Parotitis .....	.....	28	28	.....	28	.....	.....	.....	.0044
Dyspepsia	1	39	40	.....	40	.....	.....	.....	.0053
Gastritis .....	.....	17	17	.....	17	.....	.....	.....	.0027
Hæmatemesis .....	.....	3	3	.....	3	.....	.....	.....	.00048
Cholera communis .....	.....	10	10	.....	10	.....	.....	.....	.0016
Hepatitis acuta .....	.....	8	8	.....	8	.....	.....	.....	.0019
Hepatitis chronica .....	.....	7	7	.....	7	.....	.....	.....	.0011
Icterus	1	14	14	1	15	.....	.066	.00016	.0023
Splenitis .....	.....	1	1	.....	1	.....	.....	.....	.00016
Enteritis .....	.....	4	3	1	4	.....	.25	.00016	.0053
Constipation	5	56	59	.....	61	2	.....	.....	.007
Diarrhoea acuta	20	508	522	.....	528	6	.....	.....	.084
Diarrhoea chronica .....	.....	40	39	.....	40	1	.....	.....	.0053
Dysentery acuta	2	143	130	1	145	14	.0068	.00016	.023
Dysentery chronica .....	.....	6	5	.....	6	.....	.....	.....	.00095
Colica	2	39	41	.....	41	1	.....	.....	.0055
Hæmorrhoids	1	26	27	.....	27	.....	.....	.....	.0043
Fistula ani .....	.....	1	1	.....	1	.....	.....	.....	.00016
Prolapsus ani .....	.....	2	2	.....	2	.....	.....	.....	.00032
Vermes .....	.....	3	3	.....	3	.....	.....	.....	.00048
CLASS 3.—Diseases of the Respiratory System.									
Influenza	1	25	26	.....	26	.....	.....	.....	.0041
Asthma	2	10	11	.....	12	1	.....	.....	.0019
Bronchitis acuta	10	191	199	.....	201	2	.....	.....	.033
Bronchitis chronica	5	59	59	.....	64	5	.....	.....	.01
Catarrhus	9	172	180	.....	181	1	.....	.....	.028
Laryngitis	1	16	17	.....	17	.....	.....	.....	.0027
Hæmoptysis	1	4	5	.....	5	.....	.....	.....	.00079
Pleuritis	2	41	41	1	43	1	.023	.00016	.0068
Pneumonia	3	34	32	4	37	1	.1	.00063	.0059
Phtisis pulmonalis	5	45	50	.....	50	.....	.....	.....	.0079
Pneurodynia .....	.....	6	6	.....	6	.....	.....	.....	.00095
CLASS 4.—Diseases of the Circulatory System.									
I. General:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anæmia	2	18	18	.....	20	2	.....	.....	.0031
II. Of Heart:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Palpitation .....	.....	31	30	.....	31	1	.....	.....	.0049
Carditis .....	.....	3	3	.....	3	.....	.....	.....	.00048
Endocarditis .....	.....	1	1	.....	1	.....	.....	.....	.00016
Pericarditis .....	.....	1	.....	1	1	1	.....	.00016	.00016
Dilatation .....	.....	1	1	.....	1	.....	.....	.....	.00016
Hypertrophia	1	7	8	.....	8	.....	.....	.....	.0012
Angina pectoris .....	.....	6	6	.....	6	.....	.....	.....	.00095

West Gulf squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
III. <i>Of Blood Vessels:</i>									
Phlebitis.....		1	1		1				.00016
Varix.....		1	1		1				.00016
CLASS 5.— <i>Diseases of the Brain and Nervous System.</i>									
Insolatio.....		2	1	1	2	.5	.00016		.00032
Cephalalgia.....		34	31		34	3			.0054
Cerebritis.....		2	2		2				.00032
Paralysis.....		3	3		3				.00048
Epilepsia.....		13	13		13				.002
Neuralgia.....	1	24	23		25	2			.0039
Tetanus.....		1	1		1				.00016
Mania.....		4	4		4				.00063
Dementia.....		3	3		3				.00048
Delirium tremens.....		10	9	1	10	.1	.00016		.0016
Irritatio spinalis.....		1	1		1				.00016
Myelitis.....		1	1		1				.00016
CLASS 6.— <i>Diseases of the Cutaneous and Cellular Systems.</i>									
I. <i>Cutaneous:</i>									
1. <i>Papular:</i>									
a. Lichen.....		5	5		5				.00079
b. Prurigo.....		1	1		1				.00016
2. <i>Pustular:</i>									
a. Impetigo.....		7	6		7	1			.0011
b. Ecthyma.....		4	4		4				.00063
c. Acne.....		2	2		2				.00032
3. <i>Squamous:</i>									
a. Psoriasis.....		3	1		3	2			.00048
4. <i>Vesicular:</i>									
A. Vesiculae:									
a. Herpes.....		5	5		5				.00079
b. Psora.....		5	5		5				.00079
c. Eczema.....		19	19		19				.003
II. <i>Cellular:</i>									
Furunculus.....	2	80	78		82	4			.013
Anthrax.....	1	11	9		12	3			.0019
Abscessus.....	4	64	62		68	6			.01
Ulcus.....	5	38	43		43				.0068
Tumor.....	1	5	5		6	1			.00095
Adenitis.....	1	38	39		38				.0062
CLASS 7.— <i>Diseases of Fibrous, Muscular, and Osseous Systems.</i>									
I. <i>General:</i>									
Rheumatismus acutus.....	6	130	129	1	136	6	.0073	.00016	.021
Rheumatismus chronicus.....	5	111	110		116	6			.018
II. <i>Of Bones:</i>									
Odontalgia.....		6	6		6				.00095
Necrosis.....		2	2		2				.00032
III. <i>Of Joints:</i>									
Coxalgia.....		2	2		2				.00032
Synovitis.....		8	6		8	2			.0012
Hydrarthrus.....	1	1	2		2				.00032
Paronychia.....	1	52	51		53	1			.0084
Anchylolysis.....		1	1		1				.00016
Periostitis.....		2	2		2				.00032
CLASS 8.— <i>Diseases of Serous, Exhalant, and Absorbent Systems.</i>									
Hydrops:									
a. Anasarca.....	1	6	6		7	1			.0011
b. Ascites.....		5	5		5				.00079

West Gulf squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		8	8		8				.0012
Ischuria renalis		1	1		1				.00016
Diabetes		1	1		1				.00016
Albuminuria		1	1		1				.00016
Cystitis		2	2		2				.00032
Enuresis		1	1		1				.00016
Calculus		2	2		2				.00032
Gonorrhoea		66	63		66	3			.01
Phimosis		7	7		7				.0011
Urethrae strictura		15	15		15				.0023
Syphilis primary	8	98	99		106	7			.016
Syphilis secondary	3	44	45		47	2			.0075
Orchitis	4	29	33		33				.0052
Hydrocele		2	2		2				.00032
Varicocele		4	4		4				.00063
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	1	49	48		50	2			.0079
Scrofula		4	4		4				.00063
Scorbutus		18	18		18				.0028
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		15	15		15				.0023
Iritis		2	2		2				.00032
Conjunctivitis		47	46		47	1			.0075
Ammaurosis		2	2		2				.00032
Hemeralopia	3	9	12		12				.0019
Nyctalopia		3	2		3	1			.00042
Cataracta		1	1		1				.00016
Fistula lachrymalis		1	1		1				.00016
II. Of Ear:									
Otalgia		2	2		2				.00032
Otitis		7	7		7				.0011
Otorrhoea		10	10		10				.0016
Surditas	1		1		1				.00016
CLASS 12.—Injuries and Displacements.									
Vulnus—									
Vulnus incisum	1	58	55		59	4			.0094
Vulnus punctum	2	23	24		25	1			.0039
Vulnus contusum	6	96	96		102	6			.016
Vulnus sclopeticum		108	100	7	108	1	.064	.0011	.017
Hernia		18	17		18	1			.0028
Fractura	1	31	30		32	2			.0051
Luxatio		2	2		2				.00032
Subluxatio	1	34	35		35				.0055
Contusio	7	124	125	3	131	3	.022	.00048	.02
Ambustio	1	27	27		28	1			.0044
Abrasio		18	17		18	1			.0028
Pernio		1	1		1				.00016
Submersio		10		10	10		.0016		.0016
Total.....	166	4,014	4,003	36	4,180	141	.0086	.0057	.668

MISSISSIPPI SQUADRON.

Embracing the Mississippi river and its tributaries; transferred from the United States army in October, 1862. From October 1, 1862, to December 31, 1862. Average number of ships' companies, 2,049; total number of vessels in squadron, 27.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermitteus		468	425	5	468	38	.01	.0024	.32
Remittens.....		141	127	3	141	11	.021	.0014	.068
Continua communis.....		18	17	1	18		.055	.00048	.0087
Typoides.....		8	5	2	8	1	.25	.00097	.0039
II. Exanthematis:									
Erysipelas.....		2	1		2	1			.00097
Urticaria.....		2	2		2				.00097
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		9	9		9				.0043
Ranula.....		9	6		9	3			.0043
Dyspepsia.....		5	3		5	2			.0024
Gastritis.....		10	7		10	3			.0048
Cholera communis.....		1	1		1				.00048
Hepatitis acuta.....		17	15		17	2			.0082
Hepatitis chronica.....		3	2		2				.00087
Icterus.....		9	9		9				.0043
Splenitis.....		2	2		2				.00097
Enteritis.....		4	3		4	1			.0019
Constipatio.....		28	27		28	1			.013
Diarrhoea acuta.....		290	262	6	290	22	.02	.0029	.41
Diarrhoea chronica.....		52	30	4	52	18	.076	.0019	.025
Dysentery acuta.....		33	28	4	33	1	.12	.0019	.016
Dysentery chronica.....		2	1	1	2		.5	.00048	.00097
Colica.....		5	5		5				.0024
Hæmorrhoids.....		6	4		6	2			.0029
Fistula ani.....		3	1	1	3	1	.33	.00048	.0014
CLASS 3.—Diseases of the Respiratory System.									
Pleurodynia.....		1	1		1				.00048
Asthma.....		8	7		8	1			.0039
Bronchitis acuta.....		31	27		31	4			.015
Catarrhus.....		65	64		65	1			.031
Laryngitis.....		3	3		3				.0014
Epistaxis.....		1	1		1				.00048
Pleuritis.....		8	7		8	1			.0039
Pneumonia.....		20	13	3	20	4	.15	.0014	.0097
Phthisis pulmonalis.....		8	6	1	8	1	.12	.00048	.0039
Influenza.....		3	3		3				.0014
Diphtheria.....		1	1		1				.00048
CLASS 4.—Diseases of the Circulatory System.									
II. Of Heart:									
Palpitatio.....		4	4		4				.0019
Carditis.....		2	2		2				.00087
Hypertrophia.....		3			3	3			.0014
III. Of Blood Vessels:									
Varix.....		1	1		1				.00048
CLASS 5.—Diseases of the Brain and Nervous System.									
Meningitis.....		2	1	1	2		.5	.00048	.00097
Cerebritis.....		1		1	1		1.	.00048	.00048
Cephalalgia.....		5	5		5				.0024
Paralysis.....		1	1		1				.00048
Epilepsia.....		6	6		6				.0029
Neuralgia.....		8	8		8				.0039

Mississippi squadron, from Oct. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. <i>Pustular</i> —									
a. Ecthyma.....		1	1		1				.00048
2. <i>Vesicular</i> —									
a. Vesiculae—		1	1		1				.00048
a. Eczema.....									
II. Cellular:									
Furunculus.....		2	2		2				.00087
Abcessus.....		5	3		5	2			.0024
Tumor.....		2	2		2				.00087
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Rheumatismus acutus.....		50	38		50	12			.024
Rheumatismus chronicus.....		6	2		6	4			.0029
II. Of Joints:									
Paronychia.....		4	4		4				.0019
Periostitis.....		1	1		1				.00048
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....		2	2		2				.00027
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....		5	4		5	1			.0024
Diabetes.....		2	2		2				.00087
Cystitis.....		3	2		3	1			.0014
Enuresis.....		2	2		2				.00087
Dysuria.....		1	1		1				.00048
Gonorrhoea.....		13	9		13	4			.0057
Spermatorrhoea.....		1	1		1				.00048
Syphilis primary.....		8	4		8	4			.0038
Syphilis secondary.....		8	6		8	2			.0038
Orchitis.....		9	8		9	1			.0043
Varicocele.....		1	1		1				.00048
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....		41	34		41	7			.02
Tuberculosis.....		1	1		1				.00048
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia.....		3	2		3	1			.0014
Conjunctivitis.....		5	3		5	2			.0024
Amaurosis.....		2	1		2	1			.00087
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		1	1		1				.00048
Vulnus—									
Vulnus incisum.....		1			1	1			.00048
Vulnus punctum.....		1			1	1			.00048
Vulnus contusum.....		3	2		3	1			.0014
Vulnus sclopeticum.....		11	2	2	11	7	.181	.00097	.0053
Hernia.....		5	5		5				.0024
Fractura.....		2	2		2				.00087
Luxatio.....		1	1		1				.00048
Subluxatio.....		3	3		3				.0014
Contusio.....		7	7		7				.0034
Ambustio.....		2	2		2				.00097
Total.....		1,524	1,315	35	1,524	174	.0229	.017	.743

MISSISSIPPI SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 4,279; number of vessels, 54.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
<i>CLASS 1.—Febris.</i>									
I. Intermittens	36	4,551	4,506	14	4,587	67	.003	.0032	1.07
Remittens.....	10	1,505	1,441	58	1,515	16	.038	.013	.354
Continua communis.....		65	64		65	1			.015
Typhus.....		7	4	3	7		.42	.0007	.0016
Typhoides.....	1	81	60	20	2	2	.24	.0046	.019
Icterodes.....		1	1		1				.00023
II. Exanthemata:									
Erysipelas.....	1	38	37	1	39	1	.025	.00023	.0091
Scarlatina.....		1	1		1				.00023
Rubeola.....		74	59	2	74	13	.027	.00046	.017
Variola.....		26	21	4	26	1	.15	.00093	.006
Varioloides.....		14	13	1	14		.071	.00023	.0032
Urticaria.....		7	6		7	1			.0016
<i>CLASS 2.—Diseases of the Digestive System.</i>									
Stomatitis.....		16	16		16				.0037
Glossitis.....		1	1		1				.00023
Tonsillitis.....	3	67	67		70	3			.016
Parotitis.....		20	18	1	20	1	.05	.00023	.0046
Dyspepsia.....	2	62	64		64				.014
Gastritis.....	3	79	80		82	2			.019
Cholera communis.....		19	17	2	19		.105	.00046	.0044
Hepatitis acuta.....	1	51	46	3	52	3	.057	.0007	.012
Hepatitis chronica.....	1	25	24	1	26	1	.038	.00023	.006
Icterus.....		43	40		43	3			.01
Splenitis.....		10	10		10				.0023
Peritonitis.....		1	1		1				.00023
Enteritis.....	1	17	15	3	18		.16	.0007	.0042
Constipatio.....		103	101		103	2			.024
Diarrhoea acuta.....	22	1,937	1,917	21	1,959	21	.01	.0049	.457
Diarrhoea chronica.....	14	379	313	33	392	46	.084	.0077	.691
Dysentery acuta.....		231	219	10	231	2	.043	.0023	.054
Dysentery chronica.....	4	24	22	6	28		.21	.0014	.0065
Colica.....		83	83		83				.019
Hæmorrhoids.....	2	61	59		63	4			.014
Fistula ani.....	1	7	5		8	1			.0018
Prolapsus ani.....		4	3		4	1			.00093
Vermes.....		1	1		1				.00023
Cirrhosis.....		1	1		1				.00023
<i>CLASS 3.—Diseases of the Respiratory System.</i>									
Diphtheria.....		5	3	1	5	1	.2	.00023	.0011
Asthma.....	2	18	19		20	1			.0046
Bronchitis acuta.....	5	323	311	2	328	15	.0061	.00046	.076
Bronchitis chronica.....	1	30	22	2	31	7	.064	.00046	.0072
Catarrhus.....	1	311	306		312	6			.072
Laryngitis.....		18	17		18	1			.0042
Hæmoptysis.....		8	8		8				.0018
Pleuritis.....		55	52	1	53	2	.018	.00023	.012
Pneumonia.....	4	117	88	21	121	12	.173	.0049	.028
Phthisis pulmonalis.....	1	81	56	17	82	9	.2	.0039	.019
Influenza.....		6	5		6	1			.0014
Pleurodynia.....		12	11		12	1			.0028
Epistaxis.....		3	3		3				.0007
<i>CLASS 4.—Diseases of the Circulatory System.</i>									
I. General:									
Anæmia.....		31	28	1	31	2	.032	.00023	.0072
Plethora.....		5	5		5				.0011
II. Of Heart:									
Palpitation.....		14	11		14	3			.0032
Carditis.....		4	4		4				.00093
Endocarditis.....		2	1	1	2		.5	.00023	.00046
Pericarditis.....		1	1		1				.00023
Dilatatio.....		2	2		2				.00046
Hypertrophia.....	3	6	7	1	9	1	.11	.00023	.0021
Angina pectoris.....		3	3		3				.0007

Mississippi squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
III. <i>Of Blood Vessels:</i>									
Phlebitis.....		1	1		1				.00023
Varix.....		5	5		5				.0011
CLASS 5.— <i>Diseases of the Brain and Nervous System.</i>									
Insolatio.....		4	4		4				.00093
Meningitis.....		6	4	2	6		.33	.00046	.0014
Cerebritis.....		9	6		9	1	.22	.00046	.0021
Apoplexia.....		1		1	1		1.	.00023	.00023
Paralysis.....		1	3		3				.0007
Epilepsia.....		25	22		25	3			.0058
Neuralgia.....		42	42		42				.0038
Tetanus.....		2	1	1	2		.5	.00023	.00046
Mania.....		3	2		3	1			.0007
Dementia.....		7	5	1	7	1	.14	.00023	.0016
Cephalalgia.....		80	80		80				.018
Hypochondriasis.....		5	4		5	1			.0011
Delirium tremens.....		7	6	1	7		.14	.00023	.0016
Irritatio spinalis.....		1	1		1				.00023
CLASS 6.— <i>Diseases of the Cutaneous and Cellular Systems.</i>									
I. <i>Cutaneous:</i>									
1. <i>Papular—</i>									
a. Lichen.....		2	2		2				.00046
b. Prurigo.....		2	2		2				.00046
2. <i>Pustular—</i>									
a. Impetigo.....		1	1		1				.00023
b. Ecthyma.....		4	4		4				.00093
c. Acne.....		1	1		1				.00023
4. <i>Vesicular—</i>									
A. <i>Vesiculæ—</i>									
a. Herpes.....		7	7		7				.0016
b. Psora.....		5	4		5	1			.0011
c. Eczema.....		9	7		9	2			.0021
II. <i>Cellular:</i>									
Furunculus.....		24	24		24				.0056
Anthrax.....		6	6		6				.0014
Abscessus.....	2	75	74		77	3			.018
Ulcus.....		28	26		28	2			.0063
Tumor.....		2	2		2				.00046
Adenitis.....		4	4		4				.00093
CLASS 7.— <i>Diseases of Fibrous, Muscular, and Osseous Systems.</i>									
I. <i>General:</i>									
Lumbago.....		5	5		5				.0011
Rheumatismus acutus.....	14	234	240	1	248	7	.004	.00023	.057
Rheumatismus chronicus.....	3	115	96		118	22			.027
II. <i>Of Bones:</i>									
Odontalgia.....		18	18		18				.0042
Exostosis.....		1	1		1				.00023
Caries.....		1	1		1				.00023
Necrosis.....		1			1	1			.00023
III. <i>Of Joints:</i>									
Coxalgia.....		5	5		5				.0011
Synovitis.....		18	16		18	2			.0042
Paronychia.....		41	40		41	1			.0085
Periostitis.....		2	2		2				.00046
CLASS 8.— <i>Diseases of Serous, Exhalant, and Absorbent Systems.</i>									
Hydrops— <i>a. Anasarca.</i>		46	37	4	46	5	.087	.00093	.01
b. <i>Ascites.</i>		12	11	1	12		.083	.00023	.0098

Mississippi squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick and of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		10	8		10	2			.0023
Iechuria renalis		1	1		1				.00023
Albuminuria		1	1		1				.00023
Hæmaturia		4	4		4				.00093
Cystitis	1	10	11		11				.0025
Enuresis		2	2		2				.00046
Dysuria		4	4		4				.00093
Calculus		4	3		4	1			.00093
Gonorrhœa	4	81	83		85	2			.019
Phimosis		1	1		1				.00023
Urethra strictura		14	14		14				.0032
Syphilis primary	4	63	65		67	2			.015
Syphilis secondary	2	59	52		61	9			.014
Orethritis	1	40	37		41	4			.0095
Sarcocœle		2	2		2				.00046
Spermatorrhœa		7	7		7				.0016
Varicocele		11	10		11	1			.0025
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	7	303	279	3	310	28	.0096	.0007	.079
Scrofula		17	15		17	2			.0039
Scorbutus		26	24	1	26	1	.038	.00023	.006
Carcinoma		2	2		2				.00046
Epithelioma		1	1		1				.00023
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia	1	22	22		23	1			.0053
Iritis		2	2		2				.00046
Conjunctivitis	2	28	30		30				.007
Amaurosis	1	3	4		4				.00093
Entropion		1	1		1				.00023
Cataracta		1	1		1				.00023
Pterygium		1	1		1				.00023
Cornæitis		2	2		2				.00046
II. Of Ear:									
Otalgia		4	4		4				.00093
Otitis		9	7		9	2			.0021
Otorrhœa		9	9		9				.0021
Surditas		2	2		2				.00046
CLASS 12.—Injuries and Displacements.									
Concussio cerebri	1	10	10	1	11		.09	.00023	.0025
Vulnus—									
Vulnus laceratum		8	6		8	2			.0018
Vulnus incisum	1	48	48		49	1			.011
Vulnus punctum	1	7	8		8				.0018
Vulnus contusum	1	101	97		102	5			.023
Vulnus sclopeticum	8	222	174	49	230	7	.21	.011	.053
Hernia		46	34		46	12			.01
Fractura		36	32	3	36	1	.083	.0007	.0084
Luxatio		10	9		10	1			.0023
Subluxatio		34	31		34	3			.0079
Contusio		93	67	1	93	5	.01	.00023	.021
Ambustio		25	22	1	25	2	.04	.00023	.0058
Abrasio		3	3		3				.0007
Fornio		2	1		2	1			.00046
Amputatio		8	7		8	1			.0018
Compressio cerebri		1	1		1				.00023
Submersio		31		31	31		.31	.0072	.0072
Total	173	12,968	12,402	334	13,141	405	.0254	.078	3.07

MISSISSIPPI SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 6,569;
number of vessels, 81.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—<i>Febris.</i>									
I. <i>Intermittens</i>	67	3,886	3,886	7	3,953	60	.0017	.001	.6
Remittens.....	16	1,321	1,261	47	1,337	29	.035	.0071	.2
Continua communis.....	1	248	241	3	249	5	.012	.00045	.037
Typhus.....		7	5		7	2			.001
Typhoides.....	2	127	81	36	129	12	.28	.0054	.019
Icterodes.....		21	19	2	21		.095	.0003	.0031
II. <i>Ezanthemata:</i>									
Erysipelas.....	1	19	19	1	20		.05	.00015	.003
Scarlatina.....		2			2				.0003
Rubeola.....	13	70	68	4	83	11	.048	.0006	.012
Variola.....	1	97	78	15	96	5	.153	.0022	.015
Varioloides.....		49	46	2	49	1	.04	.0003	.0074
Varicella.....		8	8		8				.0012
Urticaria.....	1	6	7		7				.001
CLASS 2.—<i>Diseases of the Digestive System.</i>									
Stomatitis.....		10	10		10				.0015
Pharyngitis.....		4	4		4				.0006
Glossitis.....		4	4		4				.0006
Tonsillitis.....	3	96	98		99	1			.015
Parotitis.....	1	31	31	1	32		.031	.00015	.0042
Cirrhosis.....		1		1	1		1.	.00015	.00015
Dyspepsia.....		52	47		52	5			.0079
Gastritis.....	2	98	97	2	100	1	.02	.0003	.015
Hæmatemesis.....		2	2		2				.0003
Cholera communis.....		15	14		15	1			.0022
Hepatitis acuta.....	3	44	46		47	1			.0071
Hepatitis chronica.....	1	26	22	2	27	3	.074	.0003	.0041
Icterus.....	3	73	71	1	76	4	.013	.00015	.011
Splenitis.....		2	2		2				.0003
Peritonitis.....		3	3		3				.00045
Enteritis.....	2	22	18	4	22		.18	.0006	.0033
Constipatio.....	2	143	145		145				.022
Diarrhœa acuta.....	21	2,297	2,265	11	2,318	42	.0047	.0016	.35
Diarrhœa chronica.....	46	491	441	40	537	56	.074	.006	.081
Dysentery acuta.....	2	272	260	8	274	6	.029	.0012	.041
Dysentery chronica.....		29	22	6	29	1	.2	.00091	.0044
Colica.....		97	96		97	1			.014
Tabes mesenterica.....		1		1	1		1.	.00015	.00015
Hæmorrhoids.....	4	97	97		101	4			.015
Fistula ani.....	3	9	11		12	1			.0012
Prolapsus ani.....	1	2	2		3	1			.00045
Vermes.....		7	7		7				.001
CLASS 3.—<i>Diseases of the Respiratory System.</i>									
Asphyxia.....		14	14		14				.0021
Asthma.....	1	7	6	1	8	1	.125	.00015	.0012
Bronchitis acuta.....	15	339	343	2	354	9	.0056	.0003	.053
Bronchitis chronica.....	7	73	71		80	9			.012
Catarrhus.....	6	323	317		329	12			.05
Laryngitis.....	1	16	17		17				.0025
Hæmoptysis.....		12	12		12				.0018
Pleuritis.....	2	125	121	4	127	2	.031	.0006	.019
Pneumonia.....	12	189	177	14	201	10	.069	.0021	.03
Phthisis pulmonalis.....	9	121	93	22	130	15	.169	.0033	.02
Influenza.....	1	41	41		42	1			.0063
Pleurodinia.....	1	24	25		25				.0038
Diphtheria.....		2	2		2				.0003
CLASS 4.—<i>Diseases of the Circulatory System.</i>									
I. <i>General:</i>									
Anæmia.....	2	33	35		35				.0053
II. <i>Of Heart:</i>									
Syncope.....		1		1	1		1.	.00015	.00015
Palpitation.....	3	15	16		18	2			.0027
Carditis.....		4	1	3	4		.75	.00045	.0006

Mississippi squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
Endocarditis		3	2	1	3		.33	.00015	.00045
Pericarditis		6	5	1	6		.16	.00015	.00091
Dilatatio		2		2	2		.2	.0003	.0003
Hypertrophia	1	13	11	1	14	2	.071	.00015	.0021
Angina pectoris		12	8	2	12	2	.166	.0003	.0018
III. Of Blood Vessels:									
Aneurismus		1	1		1				.00015
Varix		9	9		9				.0013
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		1	1		1				.00015
Meningitis		9	4	5	9		.55	.00076	.0013
Cerebritis	1	3	3	1	4		.25	.00015	.0006
Apoplexia		5	3	2	5		.4	.0003	.00076
Paralysis		14	12		14	2			.0021
Epilepsia	3	46	42	2	49	5	.04	.0003	.0074
Neuralgia		91	88		91	3			.013
Tetanus		2	1	1	2		.5	.00015	.0003
Mania	1	4	5		5				.00076
Dementia	1	10	10		11	1			.0016
Melancholia		1	1		1				.00015
Hypochondriasis	1	4	4		5	1			.00076
Delirium tremens		18	16	1	18	1	.055	.00015	.0027
Irritatio spinalis		4	4		4				.0006
Hemiplegia		2	2		2				.0003
Vertigo		4	4		4				.0006
Cephalalgia		55	53		55	2			.0083
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		6	5		6	1			.00091
b. Prurigo		1	1		1				.00015
2. Pustular—									
a. Impetigo		8	7		8	1			.0012
b. Ecthyma		5	5		5				.00076
3. Squamous—									
a. Psoriasis		4	4		4				.0006
4. Vesicular—									
A. Vesiculæ—									
a. Herpes		9	9		9				.0013
b. Psora	1	24	20		25	5			.0038
c. Eczema	2	21	20		23	3			.0035
B. Bullæ—									
a. Pemphigus		1	1		1				.00015
b. Rupia		1	1		1				.00015
II. Cellular:									
Hordeolum		1	1		1				.00015
Furunculus		103	102		103	1			.015
Anthrax		11	10		11	1			.0016
Abscessus	3	112	112		115	3			.017
Ulcus	2	59	56		61	5			.0092
Tumor		13	13		13				.0019
Adenitis		22	20		22	2			.0033
Phlegmon		2	1		2	1			.0003
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		8	8		8				.0012
Podagra		2	2		2				.0003
Rheumatismus acutus	7	313	313	2	320	5	.0062	.0003	.048
Rheumatismus chronicus	22	256	252		278	26			.042
II. Of Bones:									
Odonotalgia		19	19		19				.0028
Caries		3	3		3				.00045
Necrosis	1	6	7		7				.001

Mississippi squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7—Continued.									
III. Of Joints:									
Coxalgia.....		2	2		2				.003
Synovitis.....	2	15	16		17	1			.025
Hydrarthrus.....		2	2		2				.003
Paronychia.....	1	78	76		79	3			.012
Anchylosis.....		3	3		3				.0043
Periostitis.....		18	17		18	1			.027
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent System.									
Hydrops— <i>a.</i> Anasarca.....	5	63	63	4	68	1	.06	.0006	.01
<i>b.</i> Ascites.....		18	16	1	18	1	.055	.00015	.027
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	2	31	31		33	2			.005
Ischuria renalis.....		2	2		2				.003
Diabetes.....		4	4		4				.006
Albuminuria.....		4	4		4				.006
Epididymitis.....		4	4		4				.006
Cystitis.....		7	6		7	1			.011
Enuresis.....		2	2		2				.003
Dysuria.....		6	6		6				.0091
Calculus.....	1	2	2		3	1			.00045
Gonorrhoea.....	2	235	224		237	13			.036
Phimosis.....		3	3		3				.00045
Paraphimosis.....		2	2		2				.003
Urethra strictura.....		13	13		13				.0019
Syphilis primary.....	2	169	160		171	11			.026
Syphilis secondary.....	9	111	110		120	10			.012
Orchitis.....	4	47	47		51	4			.0177
Hydrocele.....		8	7		8	1			.012
Hematocele.....		2	1		2	1			.010
Varicocele.....	1	21	20		22	2			.013
Balanitis.....		1	1		1				.00015
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....	28	315	300	5	343	38	.014	.00076	.023
Scrofula.....	2	13	13	1	15	1	.068	.00015	.022
Scorbutus.....	1	24	25		25				.028
Carcinoma.....		1		1	1		1.	.00015	.00015
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia.....	1	50	47		51	4			.077
Iritis.....		5	5		5				.006
Conjunctivitis.....		54	50		54	4			.028
Amaurosis.....		5	5		5				.0074
Hemeralopia.....		1	1		1				.00015
Fistula lachrymalis.....		1	1		1				.00015
II. Of Ear:									
Otalgia.....		9	9		9				.0013
Otitis.....	2	19	19		21	2			.023
Otorrhoea.....		10	10		10				.0015
Surditas.....		6	6		6				.0021
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		1	1		1				.00015
Vulnus—									
Vulnus laceratum.....	2	17	19		19				.028
Vulnus incisum.....	1	60	60		61	1			.029
Vulnus punctum.....		41	38	1	41	2	.024	.00015	.028
Vulnus contusum.....	5	142	132	10	147	5	.07	.0015	.022
Vulnus sclopeticum.....	7	192	170	29	198		.14	.0044	.03
Hernia.....	13	72	76	2	85	7	.023	.0003	.013
Fractura.....	1	32	29	1	33	3	.03	.00015	.025

Mississippi squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12—Continued.									
Luxatio.....	1	18	19	.....	19	.....	.....	.....	.0028
Subluxatio.....	3	60	62	.....	63	1	.....	.....	.0095
Contusio.....	5	179	179	1	184	4	.0054	.00015	.028
Ambusio.....	2	22	24	.....	24	.....	.....	.....	.0036
Abrasio.....	.....	8	8	.....	8	.....	.....	.....	.0012
Pernio.....	1	3	4	.....	4	.....	.....	.....	.0006
Amputatio.....	1	6	5	1	7	2	.....	.....	.001
Toxæmia.....	1	1	.....	1	1	.....	1	.00015	.00015
Submersio.....	.....	54	.....	54	54	.....	54	.0062	.0062
Total.....	405	14,751	1,269	373	15,156	514	.025	.056	2.3

MISSISSIPPI SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 7,022; number of vessels, 90.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermitiens.....	60	1,284	1,287	.....	1,344	57	.....	.....	.191
Remittens.....	29	603	564	24	632	44	.037	.0034	.09
Continua communis.....	5	48	50	1	53	2	.019	.00014	.0075
Typhus.....	2	5	5	2	7	.....	.28	.00028	.00099
Typhoides.....	12	47	34	24	59	1	.4	.0034	.0084
II. Exanthemata:									
Erysipelas.....	.....	54	48	3	54	3	.055	.00042	.0076
Scarlatina.....	.....	4	3	1	4	.....	.25	.00014	.00056
Rubeola.....	11	132	136	7	143	.....	.049	.00099	.02
Varicella.....	5	19	20	4	24	.....	.16	.00056	.0034
Varicellæ.....	1	20	21	.....	21	.....	.....	.....	.003
Urticaria.....	.....	9	9	.....	9	.....	.....	.....	.0012
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	.....	22	22	.....	22	.....	.....	.....	.0031
Glossitis.....	.....	4	4	.....	4	.....	.....	.....	.00056
Tonsillitis.....	1	65	65	.....	66	1	.....	.....	.0044
Parotitis.....	.....	140	140	.....	140	.....	.....	.....	.019
Dyspepsia.....	5	17	21	.....	22	1	.....	.....	.0031
Gastritis.....	1	22	22	.....	23	1	.....	.....	.0032
Cholera communis.....	1	4	4	1	5	.....	.2	.00014	.00071
Hepatitis acuta.....	1	20	19	1	21	1	.048	.00014	.003
Hepatitis chronica.....	3	5	7	.....	8	1	.....	.....	.0011
Icterus.....	4	33	36	.....	37	1	.....	.....	.0052
Splenitis.....	.....	1	1	.....	1	.....	.....	.....	.00014
Enteritis.....	.....	19	16	2	19	1	.105	.00028	.0027
Constipatio.....	.....	60	59	.....	60	1	.....	.....	.0085
Diarrhoea acuta.....	42	895	903	2	937	32	.0021	.00028	.13
Diarrhoea chronica.....	56	268	263	31	324	30	.095	.0044	.046
Dysenteria acuta.....	6	145	140	5	151	6	.033	.00071	.021
Dysenteria chronica.....	1	23	20	1	24	3	.041	.00014	.0034
Colica.....	1	37	38	.....	38	.....	.....	.....	.0054
Hæmorrhoids.....	4	43	45	.....	47	2	.....	.....	.0066
Fistula ani.....	1	5	6	.....	6	.....	.....	.....	.00085
Prolapsus ani.....	1	4	5	.....	5	.....	.....	.....	.00071
Vermes.....	.....	6	6	.....	6	.....	.....	.....	.00085

Mississippi squadron, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 3.—Diseases of the Respiratory System.									
Asthma	1	8	8	.....	9	1	.....	.....	.0012
Bronchitis acuta	8	220	214	2	228	12	.0067	.00028	.032
Bronchitis chronica	9	59	62	2	68	4	.029	.00028	.0096
Catarrhus	12	250	259	.....	262	3	.....	.....	.037
Laryngitis	1	31	30	1	32	1	.031	.00014	.0045
Hæmoptysis .....	.....	6	4	2	6	.....	.33	.00028	.00085
Pleuritis	2	78	74	4	80	2	.05	.00056	.011
Pneumonia	10	157	151	16	167	.....	.095	.0022	.023
Phthisis pulmonalis	15	86	75	17	101	9	.168	.0024	.014
Influenza	1	77	78	.....	78	.....	.....	.....	.011
Pleurodynia .....	.....	7	7	.....	7	.....	.....	.....	.00099
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia .....	.....	30	29	1	30	.....	.033	.00014	.0042
II. Of Heart:									
Palpitation	2	20	22	.....	22	.....	.....	.....	.0031
Carditis .....	.....	1	.....	.....	1	1	.....	.....	.00014
Pericarditis .....	.....	5	4	.....	5	1	.....	.....	.00071
Hypertrophia	2	10	10	1	12	1	.083	.00014	.0017
Angina pectoris	2	3	5	.....	5	.....	.....	.....	.00071
III. Of Blood Vessels:									
Aneurismus .....	.....	3	3	.....	3	.....	.....	.....	.00042
Phlebitis .....	.....	1	1	.....	1	.....	.....	.....	.00014
Varix .....	.....	6	5	.....	6	1	.....	.....	.00085
Pyæmia .....	.....	1	1	.....	1	.....	.....	.....	.00014
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio .....	.....	1	1	.....	1	.....	.....	.....	.00014
Meningitis .....	.....	4	2	2	4	.....	.5	.00028	.0056
Cerebritis .....	.....	1	1	.....	1	.....	.....	.....	.00014
Apoplexia .....	.....	5	3	2	5	.....	.4	.00028	.00071
Paralysis	2	7	6	.....	9	1	.....	.....	.0012
Epilepsia	5	31	33	1	36	2	.028	.00014	.0051
Neuralgia	3	52	54	.....	55	1	.....	.....	.0072
Convulsions .....	.....	2	2	.....	2	.....	.....	.....	.00028
Mania .....	.....	3	2	.....	3	1	.....	.....	.00042
Dementia	1	3	4	.....	4	.....	.....	.....	.00056
Melancholia .....	.....	2	2	.....	2	.....	.....	.....	.00028
Hypochondriasis	1	.....	1	.....	1	.....	.....	.....	.00014
Delirium tremens	1	12	12	.....	13	1	.....	.....	.0012
Irritatio spinalis .....	.....	5	4	.....	5	1	.....	.....	.00071
Meningitis spinalis .....	.....	1	1	.....	1	.....	.....	.....	.00014
Chorea .....	.....	1	1	.....	1	.....	.....	.....	.00014
Cephalalgia	2	29	31	.....	31	.....	.....	.....	.0044
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen	1	3	4	.....	4	.....	.....	.....	.00056
b. Prurigo .....	.....	4	4	.....	4	.....	.....	.....	.00056
2. Pustular—									
a. Impetigo	1	.....	1	.....	1	.....	.....	.....	.00014
b. Porrigo .....	.....	2	2	.....	2	.....	.....	.....	.00028
c. Acne .....	.....	9	9	.....	9	.....	.....	.....	.0012
3. Squamous—									
a. Psoriasis .....	.....	6	5	.....	6	1	.....	.....	.00085
4. Vesicular—									
A. Vesiculæ—	.....	.....	.....	.....	.....	.....	.....	.....	.....
a. Herpes .....	.....	6	6	.....	6	.....	.....	.....	.00085
b. Psora	5	2	7	.....	7	.....	.....	.....	.00099
c. Eczema	3	8	11	.....	11	.....	.....	.....	.0015
II. Cellular:									
Furunculus	1	51	51	.....	52	1	.....	.....	.0074
Anthrax	1	15	16	.....	16	.....	.....	.....	.0022

Mississippi squadron, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of company.
CLASS 6—Continued.									
Abcessus.....	3	52	54	.....	55	1	.....	.....	.0078
Ulcus.....	5	36	41	.....	41	.....	.....	.....	.0058
Tumor.....	.....	12	11	1	12	.....	.083	.00014	.0017
Adenitis.....	2	17	16	.....	19	3	.....	.....	.0027
Phlegmon.....	.....	1	1	.....	1	.....	.....	.....	.00014
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago.....	.....	7	7	.....	7	.....	.....	.....	.00099
Rheumatismus acutus.....	5	149	146	2	154	6	.013	.00028	.021
Rheumatismus chronicus.....	26	148	158	.....	174	16	.....	.....	.024
II. Of Bones:									
Odontalgia.....	.....	4	4	.....	4	.....	.....	.....	.00056
Exostosis.....	.....	3	3	.....	3	.....	.....	.....	.00042
Necrosis.....	.....	7	6	.....	7	1	.....	.....	.00099
III. Of Joints:									
Synovitis.....	1	4	5	.....	5	.....	.....	.....	.00071
Hydrarthrus.....	.....	3	3	.....	3	.....	.....	.....	.00042
Paronychia.....	3	30	32	.....	33	1	.....	.....	.0047
Anchylolysis.....	.....	2	2	.....	2	.....	.....	.....	.00028
Periostitis.....	1	3	4	.....	4	.....	.....	.....	.00056
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....	2	24	21	4	26	1	.15	.00056	.0037
b. Ascites.....	1	9	7	.....	10	3	.....	.....	.0014
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	2	20	19	.....	22	3	.....	.....	.0031
Iachuria renalis.....	.....	2	2	.....	2	.....	.....	.....	.00028
Diabetes.....	1	.....	.....	.....	1	1	.....	.....	.00014
Albuminuria.....	4	3	1	.....	4	.....	.25	.00014	.00056
Epididymitis.....	2	2	2	.....	2	.....	.....	.....	.00028
Cystitis.....	1	1	2	.....	2	.....	.....	.....	.00028
Enuresis.....	3	3	3	.....	3	.....	.....	.....	.00042
Dysuria.....	7	7	7	.....	7	.....	.....	.....	.00099
Calculus.....	1	2	3	.....	3	.....	.....	.....	.00042
Gonorrhoea.....	13	142	150	.....	155	5	.....	.....	.022
Phimosis.....	4	4	4	.....	4	.....	.....	.....	.00056
Urethra strictura.....	.....	8	8	.....	8	.....	.....	.....	.011
Syphilis primary.....	11	73	77	.....	84	7	.....	.....	.011
Syphilis secondary.....	10	56	63	.....	66	3	.....	.....	.0094
Orchitis.....	4	44	44	.....	48	4	.....	.....	.0068
Hydrocele.....	1	2	3	.....	3	.....	.....	.....	.00042
Hæmatocele.....	1	2	1	.....	3	2	.....	.....	.00042
Varicocele.....	2	10	12	.....	12	.....	.....	.....	.0017
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....	42	150	187	1	192	4	.0052	.00014	.027
Scrofula.....	1	13	14	.....	14	.....	.....	.....	.0019
Scorbutus.....	.....	33	31	.....	33	2	.....	.....	.0047
Purpura.....	.....	1	1	.....	1	.....	.....	.....	.00014
Canceroid.....	.....	1	1	.....	1	.....	.....	.....	.00014
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia.....	4	30	32	.....	34	2	.....	.....	.0048
Iritis.....	.....	4	4	.....	4	.....	.....	.....	.00056
Conjunctivitis.....	4	26	30	.....	30	.....	.....	.....	.0042
Amanrosls.....	.....	2	2	.....	2	.....	.....	.....	.00028
Cataracta.....	.....	4	4	.....	4	.....	.....	.....	.00056

Mississippi squadron, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 11—Continued.									
II. Of Ear:									
Otalgia		3	3		3				.00042
Otitis	2	4	6		6				.00085
Otorrhoea		7	6		7	1			.00099
Surditas		1	1		1				.00014
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		2	1	1	2		.5	.00014	.00038
Vulnus laceratum		4	4		4				.00056
Vulnus incisum	1	30	30		31	1			.0044
Vulnus punctum	2	14	15		16	1			.00229
Vulnus contusum	5	109	107		114	7			.016
Vulnus sclopeticum	16	42	49	5	58	4	.08	.00071	.0093
Hernia	7	30	35		37	2			.0053
Fractura	3	17	14		20	6			.0028
Luxatio		11	9		11	2			.0015
Subluxatio	1	48	42		49	7			.007
Contusio	4	88	88		92	4			.013
Ambustio		12	12		12				.0017
Abrasio		8	8		8				.0011
Pernio		3	3		3				.00042
Amputatio	2	1	3		3				.00043
Toxæmia		2	1	1	2		.5	.00014	.00028
Compressio cerebri		2	2		2				.00028
Submersio		32		32	32		.32	.0045	.0045
Total	534	7,015	7,008	208	7,549	333	.0275	.0296	1.07

RECAPITULATION.

	Admitted.	Discharged.	Died.	Total treated.	Remaining sick June 30, 1865.	Proportion of deaths to num- ber of cases treated.
Potomac flotilla	4,189	4,099	76	4,189	14	.019
Atlantic squadron	2,307	2,297	10	2,307		.0043
North Atlantic squadron	30,003	29,605	335	30,003	63	.011
South Atlantic squadron	27,766	27,336	380	27,766	50	.013
Gulf squadron	2,715	2,699	16	2,715		.0058
East Gulf squadron	8,180	8,044	94	8,180	42	.011
West Gulf squadron	32,620	31,808	671	32,620	141	.02
Mississippi squadron	36,258	34,975	950	36,258	333	.026
Total	144,038	140,863	2,532	144,038	643	.0175

MARINE CORPS.

HEADQUARTERS MARINE CORPS,
Washington, October 14, 1867.

SIR: I have the honor to report that I recently paid a visit of inspection to the marine stations at Portsmouth, New Hampshire, Boston, New York, Philadelphia, and Norfolk, Virginia, and was gratified to find the troops in a thorough state of discipline and efficiency, and the several barracks and quarters in a very creditable condition of cleanliness and good order.

There are at present about sixteen hundred officers and men at the several stations, exclusive of those at the distant posts of California, Pensacola, and Mound City. The several commands are fully equipped and in constant readiness for active duty at sea or on shore, and at present are usefully employed in guarding the public property at the navy yards, magazines, &c., and in furnishing guards for vessels placed in commission. In addition to this, their legitimate duty, this force, in case of emergency, could be concentrated in a very brief period at any point where the services of troops might be required; and I hazard nothing in saying that in an event of this kind they would be found as efficient and reliable as any troops the government could call into service. The entire force on shore is now being instructed in the new infantry tactics, recently adopted in the army, and in a short time the system will be in general use in the entire corps, both at sea and on shore.

The number of officers and men attached to vessels in commission is at present somewhat less than usual. The complement of marines to each vessel is very small, and in case it should become necessary at any time to concentrate the marines of our distant squadrons for duty on shore, their number, I fear, would be too limited to render that effective service which would be desired and expected. This could be remedied in some degree by detailing a small additional number of marines to each vessel, with a view to supply the casualties of the service during a long cruise, so that at all times the full complement would be available for active service.

I regret to report that the efficiency of the command at the Pensacola navy yard has been temporarily impaired by the prevalence of yellow fever at that station. A large number of the force has been prostrated, and Captain Hale, Lieutenant Glisson, and about six of the rank and file have died.

Captain Hale, the commanding officer, entered the service at the commencement of the late rebellion, and served with credit in the first battle of Bull Run, where he was badly wounded, and subsequently in the Mississippi squadron, at the capture of New Orleans, and was ever ready and prompt in the performance of duty. In his death the corps has sustained the loss of a very valuable, experienced, and reliable officer.

Upon the abatement of the fever immediate measures will be taken to restore the command to its proper footing.

I would again earnestly call the attention of the department to the condition of the barracks at this station, and would renew the recommendations made in my last annual report, for their entire reconstruction. A board of officers, accompanied by the civil engineer and two master mechanics of the navy yard, have recently made a thorough re-examination of the quarters, and are of opinion it would be a useless expenditure of money to attempt their repair. The

quartermaster of the corps has therefore again submitted estimates for their reconstruction, of which I would respectfully ask your approval. And in view of the fact mentioned in his letter, that the sum required for the erection of one wing (which is all that is desired at present) will not increase the expenditures beyond the amount appropriated for the support of his department last year, I sincerely trust that Congress may be induced to grant the sum desired.

In conclusion, it affords me pleasure to report that during the past year both officers and men have been zealous and energetic in the performance of their allotted duty, and that nothing has occurred to impair, in any degree, the discipline or usefulness of the corps.

To the several staff departments of the corps I am indebted for a cheerful and earnest co-operation, and I feel assured that in the discharge of their various and important duties, the interests of the government have been most carefully guarded.

I am, very respectfully, your obedient servant,

J. ZEILIN,
Brigadier General and Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 24, 1867.

SIR : I submit herewith estimates for pay and subsistence of officers and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps for the fiscal year ending June 30, 1869. These estimates are \$40,476 50 more in the aggregate than those presented last year being an addition of \$35,000 for the payment of the third instalment of bounty due men for enlistment, and \$5,476 50 for payment of increase of pay to mounted officers, and longevity rations to retired officers, authorized by an act approved March 2, 1867.

I am, very respectfully, your obedient servant,

J. O. CASH,
Paymaster Marine Corps

Brigadier General JACOB ZEILIN,
Commandant United States Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers, and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps, from July 1, 1868, to June 30, 1869.

Rank and grade.	PAY.				SUBSISTENCE.		Aggregate.
	Number.	Pay per month.	No. of servants, at \$31 50 per month.	Total.	No. of rations, at 30 cts. per ration.	Total.	
Brigadier general commandant.....	1	\$124	3	\$2,622 00	24	\$2,628 00	\$5,250 00
Colonel.....	1	110	2	2,076 00	6	657 00	2,733 00
Colonel, retired.....	1	110		1,320 00	4	438 00	1,758 00
Lieutenant colonels.....	2	95	2	3,792 00	5	1,095 00	4,887 00
Lieutenant colonels, retired.....	2	95		2,280 00	4	676 00	3,156 00
Majors.....	4	80	2	6,864 00	4	1,752 00	8,616 00
Majors, retired.....	2	80		1,920 00	4	876 00	2,796 00
Adjutant and inspector, paymaster and quartermaster.....	3	80	2	5,148 00	4	1,314 00	6,462 00
Assistant quartermasters.....	2	70	1	2,436 00	4	876 00	3,312 00
Captains.....	20	70	1	24,360 00	4	8,760 00	33,120 00
Captains, retired.....	1	60		720 00			720 00
First lieutenants.....	30	50	1	29,340 00	4	13,140 00	42,480 00
Second lieutenants.....	30	45	1	27,540 00	4	13,140 00	40,680 00
Second lieutenant, retired.....	1	45		540 00	4	438 00	978 00
Leader of the band.....	1	75		900 00			900 00
Sergeant major.....	1	30		360 00			360 00
Quartermaster sergeant and drum major.....	2	24		576 00			576 00
Orderly sergeants.....	70	26		21,840 00			21,840 00
Sergeants, 1st enlistment.....	90	20		21,600 00			21,600 00
Sergeants, 2d enlistment.....	80	22		21,120 00			21,120 00
Corporals, 1st enlistment.....	140	18		30,240 00			30,240 00
Corporals, 2d enlistment.....	120	20		28,800 00			28,800 00
Musicians of the band.....	30			9,492 00			9,492 00
Drummers and fifers, 1st enlistment.....	64	16		12,288 00			12,288 00
Drummers and fifers, 2d enlistment.....	56	18		12,096 00			12,096 00
Privates, 1st enlistment.....	2,300	16		441,600 00			441,600 00
Privates, 2d enlistment.....	700	18		151,200 00			151,200 00
Third instalment of bounty for enlistment.....	350			35,000 00			35,000 00
Clerks to brigadier general commandant and staff at headquarters.....	9			12,599 64			12,599 64
Messenger at headquarters.....	1			971 28			971 28
Clerk and messenger in assistant quartermaster's office, Philadelphia.....	2			1,576 25			1,576 25
Hospital steward.....	1			750 00			750 00
Additional rations to officers for 5 years' service.....					160	17,520 00	17,520 00
Undrawn clothing.....						30,000 00	30,000 00
Total.....				913,967 17		93,510 00	1,007,477 17

Respectfully submitted:

J. C. CASH, *Paymaster Marine Corps.*

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 24, 1867.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 25, 1867.

SIR: I have the honor to transmit herewith triplicate estimates for the support of the quartermaster's department of the marine corps for one year from July 1, 1868, to June 30, 1869, amounting in the aggregate to the sum of \$607,500 88, being \$20,710 46 less than those submitted for fiscal year ending June 30, 1868. These estimates vary from those of the current fiscal year in the following particulars, viz:

Clothing has been reduced from \$292,186 84 to \$202,169 88, and is caused by the decline in the price of material as per contracts of last fall.

Fuel has been reduced from \$30,117 to 10,156, it being supposed that at the close of the current fiscal year there will be \$20,000 of that appropriation unexpended, and hence that amount has been deducted from the usual estimate for fuel.

Contingencies has been increased from \$80,000 to \$100,000. This increase is made necessary by the increase in the cost of all articles paid for out of this appropriation, and the fact that this office has not during the past five years asked for a proportionate increase, thus leaving a deficit at the close of the last fiscal year, and to meet the payment of accounts for commutation of quarters aboard ships.

Sixty-nine thousand four hundred and fifty dollars is asked to rebuild one-half of the marine barracks, Washington, D. C.

These buildings have been condemned by a board of survey, as entirely unsuited for quartering masses of men, and an estimate of the cost of rebuilding, amounting to \$138,900, has been submitted by a competent architect, but as only one-half of the barracks can conveniently be constructed at a time, only half the entire appropriation is asked for at this time. In connection with this estimate the report of the board of survey and the estimate of the architect are submitted.

It will be noticed that notwithstanding \$20,000 has been asked as an increase to the contingent appropriation, and \$69,450 for rebuilding one-half of the barracks, yet the entire estimates are \$20,710 46 less than called for last year.

I also transmit triplicate abstracts of proposals received for fuel, rations, and supplies, to close of fiscal year, June 30, 1868.

I am, sir, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Brigadier General JACOB ZEILIN,
Commandant Marine Corps, Headquarters, Washington, D. C.

Estimate of the expenses of the quartermaster's department of the marine corps for one year from July 1, 1868, to June 30, 1869.

There will be required for the support of the quartermaster's department of the marine corps for one year, commencing on the 1st July, 1868, in addition to the balances then remaining on hand, the sum of \$607,500 88.

For provisions.....	\$169,725 00
For clothing.....	202,169 88
For fuel.....	10,156 00
For military stores, viz: Pay of mechanics, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments...	16,000 00
For transportation of officers, their servants, troops, and for expenses of recruiting.....	25,000 00
For repair of barracks, and rent of offices where there are no public buildings	15,000 00
For contingencies, viz: Freight, ferrriage, toll, cartage, wharfage, purchase and repair of boats, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, and commutation for quarters to officers on ship-board, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, repairs of gas and water fixtures, water rent, forage, straw, barrack furniture, furniture for officers' quarters, bedsacks, wrapping paper, oilcloth, crash, rope, twine, spades, shovels, axes, picks, carpenter's tools, keep of a horse for the messenger, repairs to fire-engine, purchase and repair of engine hose, purchase of lumber for benches, mess tables, bunks, &c., repairs to public carryall, purchase and repair of harness, purchase and repair of handcarts and wheelbarrows, scavengering, purchase and repair of galleys, cooking stoves, ranges, &c., stoves where there are no grates, gravel, &c., for parade grounds, repair of pumps, furniture for staff and commanding officer's offices, brushes, brooms, buckets, paving, and for other purposes.....	100,000 00
For rebuilding marine barracks, headquarters, Washington, D. C., as recommended by report of board of survey hereto annexed; cost of same as per estimate of architect hereto appended, \$138,900.	
For building one-half of the above contemplated work, that being all that could conveniently be done in one season.....	69,450 00
Total amount required.....	607,500 88

Respectfully submitted:

W. B. SLACK, *Quartermaster Marine Corps.*

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Total.	Rations at 25 cts. per ration.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	1,827	33	1,860	1	\$169,725 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$49 22 per annum, actual cost per contracts.....	3,654	\$179,849 88
2,000 watch-coats, at \$11 16 each.....		22,320 00
Amount required.....		202,169 88

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
For brigadier general and commandant.....	1	33	...	33	...
For colonels.....	2	33	...	66	...
For lieutenant colonels.....	4	29	4	118	...
For majors.....	6	29	4	177	...
For staff majors.....	3	29	4	88	4
For staff captains.....	2	24	6	49	4
For captains.....	12	24	6	297	...
For lieutenants, 1st and 2d.....	30	16	4	495	...
For non-commissioned officers, musicians, privates, washerwomen, and servants.....	1,937	1	4	2,905	4
For hospital, headquarters.....	1	33	...	33	...
For hospitals at other posts.....	8	16	4	132	...
For armory.....	1	30	...	30	...
For mess-rooms for officers.....	9	7	...	63	...
For offices, commandant and staff and commanding officers at posts.....	18	7	...	126	...
For officer of day's rooms.....	9	3	4	31	4
For guard-rooms at barracks and navy yards.....	10	21	...	210	...
For stores for clothing and other supplies.....	3	7	...	21	...
For one-fourth additional on 600 cords, quantity supposed to be required in latitude north of 39°.....				150	...
Amounting to.....				5,026	
Which, at \$6 per cord, is.....	\$30,156				
Deduct supposed surplus on hand.....	20,000				
Amount required.....	10,156				

[Orders.]

HEADQUARTERS MARINE CORPS,
Washington, September 20, 1867.

A board of survey, consisting of Major G. R. Graham, First Lieutenant R. S. Collum, and First Lieutenant and Brevet Captain William Wallace, will convene at 10 a. m., on Friday, September 6, 1867, for the purpose of making a thorough examination of the marine barracks, Washington, D. C., as to its actual condition and suitableness for quartering masses of men, and recommending what, in their opinion, is best to be done with these buildings in view of the wants of the service, and the health and comfort of the troops. The board will be assisted in their examination by a practical carpenter and mason, to be designated by the quartermaster.

J. ZEILIN,
Brigadier General and Commandant.

MARINE BARRACKS,
Friday, September 18, 1867.

The board met in compliance to foregoing order, and were assisted by Mr. F. A. Stratton, civil engineer, navy yard, Messrs. John E. Herrell, master mason, and J. M. Downing, master carpenter, all of the navy yard. They made a thorough examination of the barracks, and beg leave to report that they found as follows:

The buildings in an old and dilapidated condition, both from age and the very bad material of which they were originally constructed, they having been built of salmon bricks of very inferior quality, covered with rough-cast. The quarters are badly constructed, being damp, insufficiently lighted and ventilated, all of which materially affect the health and comfort of the men quartered in them.

The roof being entirely rotten is not susceptible of repair, and the floorings are mostly gone from age and dampness; the only place we find fit to quarter the troops being the old hospital building, which is more modern in its construction, and built of better material, but of very small capacity.

The board have delayed their report until this date, (September 18,) in consequence of waiting for the report of the gentlemen assisting in the survey, which is herein enclosed, (marked A.) and with which report the board have the honor to state they fully concur.

GEORGE R. GRAHAM,
Major United States Marine Corps.
RICHARD S. COLLUM,
First Lieutenant United States Marine Corps.
WILLIAM WALLACE,
First Lieutenant and Brevet Captain United States Marine Corps.

A.

UNITED STATES NAVY YARD,
Washington, September 16, 1866.

GENTLEMEN: Having, in accordance with your request, made a thorough examination of the marine barracks, Washington, D. C., as to their actual condition and suitableness for quartering masses of men, and what, in our opinion, is best to be done with those buildings in view of the wants of the service, and the health and comfort of the troops, we beg leave to present the following report:

The buildings occupied by the men, constructed at a very early date in an indifferent manner, have, through long use and insufficient repairs, become very much dilapidated and decayed, and cannot longer be considered as being in

any manner suitable for quartering troops. The dormitories and other apartments are low, gloomy rooms, badly lighted and badly ventilated; the ceilings are leaky and the floors decayed from dampness. These ill-constructed and inconvenient buildings being of only one story, the floors nearly on a level with the ground, and damp, dark, and close, as stated, must be very uncomfortable and unhealthy for the occupancy of any human beings, and especially so for "quartering masses of men" as rendered necessary by the wants of the service, and in our opinion will become a disgrace to the government if longer retained in their present condition.

The central building occupied as officers' quarters is better constructed and in better repair, but is, notwithstanding, wholly unfit for its purposes without extensive alterations and repairs, and its capacity is too small to properly accommodate the number of officers usually in garrison at this post.

Taking these facts into consideration it is our opinion that the best and the only proper course to be pursued in regard to these buildings "in view of the wants of the service, and the health and comfort of the troops," is to remove them altogether and replace them with buildings suitable for their object.

The plans already prepared for this purpose by the architect we believe upon examination to be generally well designed, and if carried out would make buildings convenient and suitable for their contemplated use. The only alterations we would suggest in the plans are the following: First, the removal of the guard rooms and prison cells from the main central building, designed for officers' quarters, to a separate building to be constructed for the purpose on the opposite side of the grounds. Second, the entire, instead of partial, reconstruction of the central building, it being unadvisable in our opinion to attempt to include it within the walls of a new building. Third, the substitution of pressed brick and iron for the principal front and common brick for the inner front in place of the proposed rough-cast work, which is not as durable as brick.

We have examined the estimates of the architect and believe them to be correct.

Very respectfully, your obedient servants,

FRANKLIN A. STRATTON,
Civil Engineer.

JOHN E. HERRELL,
Master Mason.

J. M. DOWNING,
Master Carpenter.

Major G. R. GRAHAM,
First Lieut. R. S. COLLUM,
First Lieut. and Bvt. Capt. WM. WALLACE, } *Board of Survey.*

The cost of the proposed improvements is:

Excavating, digging and transport of ground.....	\$2, 400
Foundation stones of blue rock.....	5, 000
Brick work.....	40, 000
Brick paving.....	1, 500
Cut stone steps, window and door sills, copings.....	3, 500
Studded partitions of centre building.....	1, 500
Carpenter's work, including material of floors and roof.....	30, 000
Flooring, doors and sash.....	8, 000
Slate roof and sheathing.....	8, 000
Gutters and spouting.....	1, 500
Iron columns, brackets, girders and base plates for arcades.....	7, 500
Plumbing and gas-fitting.....	5, 000
Verandahs.....	2, 000
Plastering and painting.....	7, 000
Miscellaneous expenses, superintendence, plans and specifications.....	6, 000
Steam-heating apparatus in round sum.....	10, 000

\$138, 900

ABSTRACT OF OFFERS RECEIVED FOR FURNISHING FUEL, RATIONS AND SUPPLIES TO THE UNITED STATES MARINE CORPS, UNDER THE COGNIZANCE OF THE QUARTERMASTER'S DEPARTMENT.

Offers for rations under advertisement dated October 19, 1866.

At Portsmouth, N. H.:

	Per hundred
N. F. Mathes.....	*\$28 02
Alex. Convery.....	28 63
Wm. H. Otis.....	35 25

At Charlestown, Mass.:

Peter Higgins.....	*28 79
Alex. Convery.....	28 81
E. A. Graham.....	29 40
Wm. H. Otis.....	34 75

At Brooklyn, N. Y.:

J. H. Jewitt & Co.....	25 70
Kimberly Brothers.....	27 00
John C. Gilbert.....	*25 64
N. F. Mathes.....	25 80
Alex. Convery.....	25 67
Samuel Reckless.....	25 66
E. A. Graham.....	27 67
Wm. H. Otis.....	31 25

At Philadelphia, Penn.:

J. H. Jewitt & Co.....	25 70
Kimberly Brothers.....	27 00
N. F. Mathes.....	*25 67
Alex. Convery.....	25 91
Samuel Reckless.....	25 69
E. A. Graham.....	26 48
Wm. H. Otis.....	33 50

At Washington, D. C.:

J. H. Jewitt & Co.....	25 70
B. F. Morsell.....	35 00
Hall & Hume.....	23 10

	Per hundred
J. B. Wilson.....	\$23 75
Kimberly Brothers.....	26 00
Baruch Hall.....	24 13
John C. Gilbert.....	*23 08
N. F. Mathes.....	25 70
D. F. Keeling.....	40 90
Alex. Convery.....	26 97
Hosea Hyde.....	25 90
A. Gaddis, jr., & Co.....	23 95
Samuel Reckless.....	25 10
E. A. Graham.....	29 74
Wm. H. Otis.....	34 25

At Gosport, Va.:

J. H. Jewitt & Co.....	30 00
Kimberly Brothers.....	23 75
John C. Gilbert.....	*23 73
N. F. Mathes.....	27 00
D. F. Keeling.....	40 90
A. L. Hill.....	35 00
Wm. H. Otis.....	42 50

Beef & vegetables.

Nathan Baum.....	17 50
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At Pensacola, Fla.:

N. F. Mathes.....	65 00
Wm. H. Otis.....	80 25
E. Swaine.....	*47 50

At Mound City, Ill.:

J. H. Jewitt & Co.....	34 00
N. F. Mathes.....	*33 97½
Wm. H. Otis.....	47 75
G. F. Meyer.....	32 00

Offers for supplies under advertisement dated October 20, 1866.

Class No. 1, kerseys, &c.:

H. B. Fairman.....	*\$68,470 00
Peter Higgins.....	75,670 00
D. Sprigg Hall.....	108,855 00
John W. Cox.....	159,240 00
Wm. Mathews.....	91,795 00
Perry & Co.....	149,050 00
Wannamaker & Brown...	106,100 00

Class No. 2, flannels, &c.:

H. B. Fairman.....	32,870 00
D. Sprigg Hall.....	*29,953 00
John W. Cox.....	32,325 00
Wm. Mathews.....	36,765 00
Perry & Co.....	75,050 00
Wannamaker & Brown...	42,905 00

Class No. 3, linens, &c.:

H. B. Fairman.....	\$30,295 00
D. Sprigg Hall.....	31,250 00
Chas. Barnum.....	*30,112 50
John W. Cox.....	33,000 00
Wm. Mathews.....	30,455 00
Perry & Co.....	48,400 00
Richard H. Balster.....	34,850 00

Class No. 4, uniform caps, &c.:

John W. Cox.....	11,000 00
Thos. R. Glenn.....	12,505 00
Baker & McKenny.....	13,760 00
Horstmann Brothers & Co.	13,928 00
Wilson & Hutchinson....	14,794 00
Bent & Bush.....	*10,792 00

Class No. 5, military equipments :

	Per hundred.
John W. Cox.....	\$5,934 75
Henry, Eggeing.....	*6,155 25
Horstman Brothers & Co.	7,587 35
Bent & Bush.....	6,173 75

Class No. 6, brogans :

J. M. B. Reynolds.....	20,900 00
Charles E. Lenny.....	*18,400 00
C. R. Williamson.....	19,800 00
Wm. H. Barbour.....	19,000 00
John W. Cox.....	†17,500 00
Neal Sweeny.....	18,900 00
Seth Bryant.....	22,900 00
Perry & Co.....	30,000 00
Samuel M. Duffield.....	21,400 00
George F. Roedel.....	20,800 00

Class No. 7, belts, &c. :

John W. Cox.....	4,178 50
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	Per hundred.
Sloan & Wafer.....	*\$4,155 50
Baker & McKenny.....	4,475 00
Henry A. Dingee.....	4,288 50
Horstman Brothers & Co.	4,255 00
Wilson & Hutchison.....	4,819 00

Class No. 8, knapsacks :

John W. Cox.....	3,720 00
Thomas B. Peddie.....	*3,240 00

Class No. 9, making and trimming clothing :

Charles Barnum.....	*7 67½
Samuel B. Noe.....	21 70
Jacob Reed.....	7 82
Perry & Co.....	30 85
Wannamaker & Brown..	10 71

Offers for wood and coal under advertisement dated May 28, 1867.

At Portsmouth, N. H. :

	Wood per cord.
Russell & Odion.....	*\$8 90
N. F. Mathes.....	9 42
G. A. Hammond.....	12 90
	Coal per ton.
S. P. Brown & Son.....	8 54
Alex. Convery.....	†7 60
George W. Tucker.....	10 00
W. H. Sise.....	9 47
Russell & Odion.....	*8 50

At Charlestown, Mass. :

	Wood per cord.
S. & E. Knight.....	10 00
Samuel Oakman.....	*9 50
Sabin M. Smith.....	12 00
	Coal per ton.
S. P. Brown & Son.....	8 24
S. & E. Knight.....	8 50
Samuel Oakman.....	*7 60
Alex. Convery.....	†7 35
Sabin M. Smith.....	10 00

At Brooklyn, N. Y. :

	Wood per cord.
S. Tuttle & Son.....	11 75
Felt & German.....	*10 75
	Coal per ton.
S. P. Brown & Son.....	7 43
Alex. Convery.....	*6 10
S. Tuttle & Son.....	7 25

	Coal per ton.
Felt & German.....	\$7 30

At Philadelphia, Penn. :

	Wood per cord.
Alex. Convery.....	9 74
John W. Ryan.....	*8 75
	Coal per ton.
Alex. Convery.....	*5 95
B. Middleton & Co.....	6 73
John W. Ryan.....	6 93

At Washington, D. C. :

	Wood per cord.
S. P. Brown & Son.....	7 37
Sarah Atterback.....	*7 30
	Coal per ton.
W. H. Barbour.....	*6 33
S. P. Brown & Son.....	6 73
Alex. Convery.....	6 65
Wm. Guinaud.....	6 35

At Gosport, Va. :

	Wood per cord.
John F. Daniels.....	*6 90
	Coal per ton.
S. P. Brown & Son.....	8 70
Alex. Convery.....	†6 80

At Pensacola, Fla. :

	Coal per ton.
T. C. Quayle.....	*9 00

Respectfully submitted :

W. B. SLACK
Quartermaster Marine Corps

MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

AND

ACCOMPANYING DOCUMENTS,

TO THE

TWO HOUSES OF CONGRESS,

AT

THE COMMENCEMENT OF THE SECOND SESSION

OF

THE FORTIETH CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1867.

THE ANNUAL REPORT

OF

THE POSTMASTER GENERAL.

REPORT

OF THE

POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
November 26, 1867.

SIR: The revenues of the department during the fiscal year ended June 30, 1867, were \$15,237,026 87, to which should be added amounts drawn from the treasury under the acts making appropriations for carrying "free mail matter," \$900,000, and amounts under the *special* appropriations for overland mail and marine service between New York and California, \$900,000; steamship service between San Francisco, Japan, and China, \$41,666 67; and between the United States and Brazil, \$250,000, (including \$100,000 on account of service performed during the previous fiscal year;) for new mail routes, \$150,000; and to supply deficiencies, \$1,500,000; making the receipts from all sources \$19,978,693 54. The expenditures of all kinds, including the foreign mail transportation, and service for which the above *special* appropriations were made, say \$1,191,666 67, during the same period, were \$19,235,483 46, showing an excess of receipts over expenditures of \$743,210 08.

The ordinary expenses of the department, not including mail transportation provided for by *special* appropriation, were \$18,043,816 79; and the ordinary receipts, including the amount drawn under appropriation for carrying free mail matter, were \$16,137,026 87, showing an excess of expenditures of \$1,906,789 92, which has been met by the unexpended balances of former appropriations. No appropriation for the past year is therefore needed.

The receipts for postages, as compared with the previous year, show an increase of 6 per cent., and the expenditures an increase of 25 3-10 per cent. The amount of revenue concentrated in the depositories and draft offices was \$6,164,728 16; collected by the auditor \$2,197,113 66; retained by postmasters for compensation and office expenses, \$6,314,156 55; and remaining in the hands of postmasters, awaiting collection, \$561,028 50.

The details of the financial operations of the department are fully set forth in the accompanying comprehensive report of the auditor.

ESTIMATES FOR 1869.

The ordinary expenditures for the year ending June 30, 1869, are estimated at.....	\$21, 200, 000
Add for overland mail and marine service between New York and California.....	\$900, 000

Steamship service between San Francisco, Japan, and China.....	\$500, 000	
Steamship service between the United States and Brazil.....	150, 000	
Steamship service between San Francisco and the Sandwich Islands.....	75, 000	
To supply a deficiency in service between the United States and Brazil in the fiscal year ended June 30, 1866.....	12, 500	
	<hr/>	\$1, 637, 500
Making the total estimated expenditures ..		22, 837, 500
The ordinary receipts, including the standing appropriation of \$700,000 for carrying free mail matter, are estimated at.....	16, 700, 000	
Add amounts of special appropriation for California, China, and Brazil mails, and for the deficiency above named.....	1, 562, 500	
	<hr/>	18, 262, 500
Showing an excess of expenditures of.....		4, 575, 000
Deducting the undrawn balances of appropriations for the department, amounting to.....		2, 000, 000
Leaves the deficiency to be provided for from the general treasury.....		2, 575, 000
		<hr/> <hr/>

APPROPRIATIONS FOR SPECIAL SERVICE.

It will also be necessary to make the usual *special* appropriations as follows:

For overland mail transportation and marine service between New York and California.....	\$900, 000
Mail steamship service between San Francisco, Japan, and China.....	500, 000
Mail steamship service between the United States and Brazil...	150, 000
And, for deficiency on account of service between the United States and Brazil during the fiscal year ended June 30, 1866.	12, 500
Mail steamship service between San Francisco and the Sandwich Islands.....	75, 000
	<hr/> <hr/>

POSTAGE STAMPS AND STAMPED ENVELOPES.

During the year 371,599,605 postage stamps, of the value of \$11,578,607; 44,566,150 plain stamped envelopes, representing \$1,290,588 50; 16,662,750 stamped envelopes bearing printed cards and requests, representing \$494,712 50; and 1,857,750 newspaper wrappers, valued at \$37,155, were issued. An aggregate value of \$13,401,063.

The issue of postage stamps, compared with the previous year, shows an increase

of about 6.5 per cent., whilst the issue of stamped envelopes has increased almost 61 per cent. This increase is attributable to the introduction of printing business cards and requests for return if not delivered, without additional cost. The issue of this class of envelope during the year was increased 106 per cent. over that of 1866.

The prediction in last year's report that the use of such envelope would tend largely to reduce the number of dead letters has been verified. The statistics elsewhere given, under the head of dead letters, show that the number has diminished nearly one million during the past year, and that this gratifying result is attributable to the use of envelopes with a request for the return to the writers of unclaimed letters directly from the post office addressed. It is estimated that fully fifty millions of these envelopes were used during the year, the department supplying about one-third of the number. The sales of postage stamps and stamped envelopes during the year amounted to \$12,988,134 32, leaving unsold in the hands of postmasters \$412,928 78.

NEW POSTAGE STAMPS.

Experiments are in progress with a postage stamp printed on embossed paper, which seems to afford good security against fraud. The fibres of the paper being broken, canceling marks almost necessarily penetrate, so that they cannot easily be removed without destroying the stamp. The adhesive properties are also promoted, and other advantages secured which commend the invention to favorable notice.

The number of packages of postage stamps lost in the mails during the year ended June 30, 1867, was nineteen, representing \$3,830. The number of packages of stamped envelopes lost during the same period was seven, valued at \$1,191 90.

During the year twenty-eight cases of claims on account of robberies by armed forces have been acted on. Twenty-four of these, amounting to \$6,064 05, have been allowed, and four, amounting to \$383 27, have been disallowed.

CONTRACTS.

There were in the service of the department on the 30th June, 1867, 6,376 contractors for the transportation of the mails.

Of mail routes in operation there were 7,743; aggregate length, 203,245 miles; aggregate annual transportation, 78,982,789 miles; aggregate annual cost, \$9,336,286; including the compensation of postal railway clerks, route agents, local agents, mail messengers, mail-route messengers, and baggage masters in charge of mails, viz: \$1,020,871, the aggregate annual cost was \$10,357,157. This service was divided as follows, viz:

Railroad routes: Length 34,015 miles; annual transportation, 32,437,900 miles; annual cost, \$3,812,600; about 11.75 cents per mile.

Steamboat routes: Length, 15,094 miles; annual transportation, 3,210,740 miles; annual cost, \$472,206; about 14.7 cents per mile.

Celerity, certainty and security routes: Length, 153,136 miles; annual transportation, 43,334,149 miles; annual cost, \$5,051,480; about 11.65 cents per mile.

The length of routes was increased over the preceding year 22,324 miles; the annual transportation, 7,144,875 miles; and cost, \$1,705,812; to which add increased cost for railway postal clerks, route, local and other agents, \$241,161, makes an aggregate of \$1,946,973.

LEGISLATIVE CONTRACTS.

SAN FRANCISCO TO PORTLAND, BY SEA.

By a joint resolution of Congress approved February 18, 1867, the Postmaster General was "authorized to employ ocean mail service between San Francisco, California, and Portland, Oregon, not less than three times a month, in continuation of the service from New York via Panama to San Francisco; provided that the cost of said service shall not exceed twenty-five thousand dollars per annum." The resolution further directed that bids for the service be invited by advertisement in newspapers published at San Francisco, California, and Portland, Oregon. In compliance with the provisions of this enactment, an advertisement was prepared under date of February 25, 1867, and inserted in the newspapers directed, and also in one printed in New York, inviting proposals for service from July 1, 1867, to June 30, 1870. But one bid was received, that of the California, Oregon and Mexican Steamship Company, at \$25,000 per annum, which was accepted June 6, 1867, and contracts have since been executed.

LINCOLN TO PORTLAND, BY LAND.

The fortieth Congress adopted "a resolution to terminate a contract of a member of Congress with the Post Office Department," which was approved by the President March 26, 1867. This resolution authorizes the Postmaster General "to cancel the contract between the United States and the present contractor for the transportation of the mail on route No. 14,782, between Lincoln California, and Portland, Oregon; to take effect September 30, 1867," and directs that the department "advertise for bids for the performance of the service for the residue of the contract term" in California and Oregon newspapers.

An advertisement was accordingly issued April 4, 1867, and published as directed, inviting proposals for the service from October 1, 1867, to June 30, 1870, under which advertisement bids were received from three persons, the lowest being that of Jesse C. Carr, of San Francisco, at \$196,000 per annum, which was accepted August 5, 1867.

The compensation under the contract superseded by this legislation was \$179,000.

OVERLAND AND TERRITORIAL MAILS.

No changes have been made in the overland California mail since the last annual report, at which time the department was having daily service from the ends of the railroad, by both the Smoky Hill and Platte routes, as far as Denver, where the lines united and formed the single daily route via Salt Lake City and Virginia City to the Central Pacific railroad connection.

During the spring and summer months the complaints as to the manner in which the service was being performed, and the great delay in the arrival of

mail from the east at Denver and Salt Lake, were more numerous and pressing than at any time since the present route has been in operation. It was charged that the Indian troubles, complained of by the contractor and given by his agents as an excuse for non-performance of service, were a pretence, and that there was no reason why the mails should not be conveyed regularly and within schedule time. The official reports, however, of General Sherman and other officers of the army, referred by the Secretary of War to this department, proved conclusively that the most serious troubles did exist on the plains, and that there was no safety for either passengers or mails except under ample military escort, which could not be furnished daily. A special agent of the department, lately sent over the route for the express purpose of reporting as to the manner in which the service had been performed during the summer, and also as to its present condition, has, under date of November 4, 1867, made his report, which is accompanied by the affidavit of the postmasters at the principal offices on the route, and also by the statements of several officers commanding military stations on the line. The burden of this proof is summed up as well, perhaps, in the affidavit of the postmasters at Denver as in any of the other papers submitted. He says: "On that portion of the route from Denver to Omaha City, or terminus of railroad, Indian troubles of a serious nature commenced as early as February 16, and, notwithstanding the contractor, supported by the military, put forth every effort in his power to clear the road and keep it open, no mail was received at this office over that route from February 23 to March 2. During the month of March our registers show eighteen failures. From June 8 to September 1 regular trips were made on alternate days, and from that date to the present we have had daily service. I am reliably informed that the delay was, in many instances, caused by loss of stock driven off by hostile Indians, at points where it was impossible to replace it without prolonged delay. This was more especially the case on the route from Denver to Salt Lake City. Late in the winter the Union Pacific railroad was blockaded by snow, followed soon by high water, which caused another delay of three weeks and the diversion of the mail from the Platte to the Smoky Hill line. From the best information I can obtain the causes of all of the detentions and irregularities complained of were unavoidable on the part of the contractor, and of such a character as to have precluded the possibility of any man or set of men making regular trips over the route, unless securely guarded by an armed force of considerable magnitude." From papers submitted by the contractor to the inspection division, it would appear that from April 1 to August 15, 1867, the Indians robbed him of three hundred and fifty head of stage stock; burned twelve of his stage stations, with large amounts of grain and hay, destroyed three coaches and express wagons, severely wounded several of his passengers, and killed outright thirteen of his most reliable employes.

The Santa Fé route, although more fortunate than the overland, was also besieged by Indians during the greater part of the summer. Several of the stations were robbed of their stock, which, of course, seriously delayed the transmission of mail matter. At this date, however, the route is working well, and

the registers show that the service is being performed even within the lately shortened schedule time, which gives great satisfaction to the residents of the entire Territory.

A daily mail having been ordered on the route from Salt Lake to the Dalles, Washington Territory, letters and papers from the east for northern Oregon and Washington are distributed so as to be forwarded by that line.

Contracts for the overland and the Dalles routes expire September 30, 1868, and the usual advertisements, inviting proposals for the service, are about being issued by the department.

The importance of a mail over the old southern overland route from El Paso, Texas, by Tucson and Yuma, to Los Angeles being urged upon the department, route 17,408, originally let from Mesilla to Tucson, was extended, at pro-rata pay, to Los Angeles, and the number of trips increased to three per week. This has proved a source of great benefit to persons living on the line of the route, who had been for five years cut off from any more direct communication with California than by sending their letters by stage fifteen hundred miles to Saint Joseph, to be again transmitted two thousand miles by the same conveyance to San Francisco.

With the view of affording more direct mail communication between Chicago, Saint Paul, and other important points, and the Territories of Montana, Idaho, and Washington, route No. 13,811, from Fort Abercrombie to Helena, was advertised for the spring letting of 1867, and duly awarded to contract, for a three-times-a-week service, to the lowest bidders. By this route, it was claimed, six hundred miles in distance would be saved between Chicago and Helena, as compared with the more indirect one via Salt Lake City. Unfortunately, however, both for the communities interested and the contractors, the Indian hostilities have been so fierce and unrelenting on nearly the whole line, with not even an attempt at military protection, that what little mail matter was trusted to it has been conveyed by ponies, travelling over some portions of the route only at night; and, therefore, instead of shortening the time between the points named, it has been more than doubled. The service, as now performed on the route, is of no value to the department, and, unless a marked improvement shall take place by spring, it will be discontinued.

RATES OF PAY AND WEIGHTS OF MAILS ON RAILROAD ROUTES.

There are three acts of Congress which contain provisions prescribing the rates of compensation which shall be allowed for the transportation of mails on railroad routes. By the first, approved July 7, 1838, section 2, the Postmaster General is authorized to cause the mail to be transported upon "each and every railroad within the limits of the United States which now is, or hereafter may be, made and completed," "provided he can have it done upon reasonable terms, and not paying therefor, in any instance, more than twenty-five per centum over and above what similar transportation would cost in post coaches." The second, approved January 25, 1839, section 1, restricts the authority vested in the Postmaster General by the act above quoted, so as not to permit him to allow more

than three hundred dollars per mile per annum to any railroad company in the United States for the conveyance of one or more daily mails upon their roads." And the third, approved March 3, 1845, section 19, prescribes that, "To insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies in the United States for the transportation of the mail, it shall be the duty of the Postmaster General to arrange and divide the railroad routes, including those in which the service is partly by railroad and partly by steamboats, into three classes, according to the size of the mails, the speed with which they are conveyed, and the importance of the service; and it shall be lawful for him to contract for conveying the mail with any such railroad company, either with or without advertising for such contract: *Provided*, That for the conveyance of the mail on any railroad of the first class he shall not pay a higher rate of compensation than is now allowed by law; nor for carrying the mail on any railroad of the second class a greater compensation than one hundred dollars per mile per annum; nor for carrying the mail on any railroad of the third class a greater compensation than fifty dollars per mile per annum. And in case the Postmaster General shall not be able to conclude a contract for carrying the mail on any of such railroad routes at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mail, and to contract, either with or without advertising, for conveying the letter mail over such route by horse express, or otherwise, at the greatest speed that can reasonably be obtained, and also to contract for carrying over such route the residue of the mail, in wagons or otherwise, at a slower rate of speed: *Provided*, That if one half of the service on any railroad is required to be performed in the night season, it shall be lawful for the Postmaster General to pay twenty-five per centum in addition to the aforesaid maximum rates of allowance: *And provided further*, That if it shall be found necessary to convey over any railroad route more than two mails daily, it shall be lawful for the Postmaster General to pay such additional compensation as he may think just and reasonable, having reference to the service performed and the maximum rate of allowance established by this act."

In order to such an arrangement and classification of railroad routes as the act last mentioned contemplates, there is an obvious necessity for accurate and reliable information as to the "size of the mails" they severally convey. Yet, until recently, no measures were ever taken to procure from any considerable proportion of the roads in the service of the department statements of the amounts of mail matter conveyed by them, respectively. In February and March last, however, a "railroad weight circular" (a copy of which is hereto annexed) was issued, and addressed to the proprietors of each railroad route, requesting them to "weigh all the through mails and way mails" conveyed in both directions to and from every station for thirty consecutive working days, commencing on all roads east of the Rocky mountains on the 1st, and on all roads west on the 15th, of April, 1867, and report the results to the department in a prescribed tabular form annexed to the circular, and to return also a description of the accommo-

dations provided for mails and agents, with the dimensions, fixtures, and furniture of the car or apartment allotted to their use, and a statement of the number of trips per week in each direction. Prompt responses were returned from a majority of the routes; and, to obtain returns from the residue, a second circular was issued, under date of the 1st August, 1867, (copy herewith,) notifying them that the returns received would be published, and remarking that roads refusing or failing to respond would incur the imputation of unwillingness to exhibit the amount and character of the service they performed for the department in comparison with others receiving equal compensation, and that, upon any future call or opportunity for the readjustment of the pay for transporting mails on such roads, the information asked for would be deemed indispensable. The result of these calls appears in the annexed "Table showing the weight of mails and accommodations for mails and agents on railroad routes, with the frequency of the service and the rate of pay per mile per annum for mail transportation," (see Appendix,) in which, it will be observed, the routes are arranged, not by States, but according to the rate of pay, the highest being first, and those of equal pay according to the average weight carried the whole distance.

Two routes receiving the highest rate of pay—\$375 per mile per annum—have reported, namely, the New Jersey railroad, route 2006, between New York and New Brunswick, on which the average weight of mails per day carried the whole length of the route is 20,119 pounds, and the Philadelphia and Trenton Railroad, route 2067, between New Brunswick and Philadelphia, on which the average weight of mails per day carried the whole length of the route is 20,069 pounds. On four routes receiving pay at the rate of \$300 per mile, the daily average weights range from 22,581 pounds between Baltimore and Washington, (route 3207,) to 7,668 pounds between Baltimore and Cumberland, (route 3208) both under contract to the Baltimore and Ohio Railroad Company. On eight routes receiving pay at rates ranging from \$275 to \$210 87 per mile, the weights range from 9,385 pounds per day between Cincinnati and Xenia, (Little Miami railroad, route 9406, pay \$225,) to 3,518 pounds between Cincinnati and Hamilton, (Cincinnati, Hamilton and Dayton railroad, route 9405, pay \$225.) On fifteen routes receiving \$200 per mile, the weights range from 19,183 pounds per day between Philadelphia and Pittsburg, (Pennsylvania railroad, route 2201,) to 367 pounds between Syracuse and Rochester, (New York Central railroad, route 1234.) Dividing the Pennsylvania railroad at Harrisburg, the point at which the great mails between New York and the principal cities of the West pass on and off that road, the average weight per day carried the whole distance between Philadelphia and Harrisburg is 8,278 pounds, and between Harrisburg and Pittsburg 23,825 pounds, the largest average reported. On six routes receiving pay at rates ranging from \$187 50 to \$150 72 the weights range from 4,327 pounds between Boston and Providence, (Boston and Providence railroad, route 608, pay \$187 50,) to 1,756 pounds between Chicago and Boonsboro', (Chicago and Northwestern railroad, route 11403, pay \$175.) On twenty-seven routes receiving \$150, the weights range from 7,384 pounds between Rochester and Niagara Falls, (New York Central railroad, route 1282,) to 287 pounds between Leavenworth and Lawrence, (Union Pacific railroad,

route 14083, branch.) On twenty routes receiving pay at rates ranging from \$145 64 to \$103 63, the weights range from 3,603 pounds between Richmond and Petersburg, (Richmond and Petersburg railroad, route 4408, pay \$122 45,) to 30 pounds between Rouse's Point and Canada line,) Champlain and St. Lawrence railroad, route 1138, pay \$116 60.) On seventy-one routes receiving \$100, the weights range from 7,086 pounds between Washington and Lynchburg, (Orange and Alexandria railroad, route 4401,) to six pounds between Shawmut and Shawmut Junction, (Pennsylvania Cannel Coal railroad, route 2830.) On six routes receiving pay at rates ranging from \$90 to \$77 17, the weights range from 732 pounds between Albany and Junction, (Rensselaer and Saratoga railroad, route 1080, pay \$85 75,) to 108 pounds between Canandaigua and Batavia, (New York Central railroad, route 1277, pay \$83.) On fifty-one routes receiving \$75, the weights range from 2,048 pounds between Atlanta and West Point, (Atlanta and West Point railroad, route 6003,) to 40 pounds between Northboro' and Pratt's station, (Agricultural Branch railroad, route 640a.) On twelve routes receiving pay at rates ranging from \$69 09 to \$51 12, the weights range from 1,324 pounds between Buffalo and Corning, (Erie railroad, route 1321, pay \$60,) or 3,794 pounds dividing the route at Attica, to 46 pounds between Taunton and Middleboro', (Middleboro' and Taunton railroad, route 679, pay \$63 16.) On one hundred and eight routes receiving \$50, the weights range from 6,488 pounds between Suspension Bridge and Detroit, (Great Western railroad of Canada, route 1320, to 12 pounds between Washington and Double Wells, (Georgia railroad, route 6005.) On thirty-one routes receiving pay at rates ranging from \$47 77 to \$20, the weights range from 464 pounds between Lancaster and Middletown, (Pennsylvania railroad, route 2257, pay \$45 84,) to 14 pounds between Hodges and Abbeville, (Greenville and Columbia railroad, route 5607, branch, pay \$30.)

In tabular form these results appear as follows :

Number of routes.	RATES OF PAY.		RANGE OF DAILY WEIGHTS.	
	From—	To—	From—	To—
			<i>Pounds.</i>	<i>Pounds.</i>
2	.....	\$375 00	20, 119	20, 069
4	.....	300 00	22, 581	7, 668
8	\$275 00	210 87	9, 385	3, 518
15	.....	200 00	19, 183*	367
6	187 50	150 72	4, 827	1, 756
27	.....	150 00	7, 384	287
20	145 64	103 63	3, 603	30
71	.....	100 00	7, 086	6
6	90 00	77 17	732	108
51	.....	75 00	2, 048	40
12	69 09	51 12	1, 324†	46
108	.....	50 00	6, 488	12
31	47 77	20 00	464	14
361				

* Or 23,825 pounds, dividing the Pennsylvania railroad at Harrisburg.

† Or 3,794 pounds, dividing at Attica.

Not the weight of the mails alone, it is true, but also the accommodations provided for the mails and agents of the department, the dimensions, fixtures, and furniture of the car or apartment allotted to their use, the frequency of the service, and, it may be, other circumstances besides, are entitled to consideration in adjusting the pay for railroad transportation. Still, "the size of the mails" being, in the main, undeniably the principal indication or test of "the importance of the service," the figures above cited display great inequalities in the rates actually allowed. No general systematic revision and re-adjustment of these rates, based upon the returns received, has yet been attempted; but in a number of cases of disagreement between the department and railroad companies the returns have been used as a guide to a proper settlement of the dispute; and, as the terms of existing contracts expire, and it becomes necessary to enter into new engagements, it is expected that such changes will from time to time be made as will eventuate, ultimately, in the nearest practicable approach to a perfect classification of railroad routes and graduation of their pay according to the comparative value and importance of the service they perform.

The table showing the weight of mails, &c., above referred to, is accompanied by an alphabetical index, for easy reference, and also by a list of routes from which no response to the department's calls has been received, in which list the titles of the companies are arranged in alphabetical order. Several, whose titles do not appear in either the table or the list, are expected yet to furnish the desired information, they being in correspondence with the department on the subject.

POST-ROUTE MAPS.

These maps, the general outline of which was suggested by and inaugurated under the administration of Postmaster General Blair, are intended to embrace a systematic exhibit of the postal service of the United States, on a plan adapted to keep up with the periodical changes and gradual improvement of the service.

It is needless to do more than refer to the advantages of this graphic mode of representation, for a general view of mail connections, over the tedious reference to books of entry.

Owing to the vast extent of our national domain, and the great number of post offices and routes to be shown, with the requisite amount of detail, such maps can only be compiled in successive groups of States.

During the past year, a map of the mail service in the States of New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, with parts of New York and Maine, has been completed by the topographer, and distributed to postmasters and other agents of the department, as also to officers in other branches of the public service, and has already secured numerous testimonials to the usefulness of such an official production.

These first demands having been met, copies of the map are for sale from the department, (second assistant postmaster general's bureau,) and from agents in Boston, Portland, New York, and Philadelphia.

The next in the series, the map of the State of New York and its immediate connections, is nearly completed by the engraver, and will be issued this winter;

and the third map, embracing the States of Pennsylvania, New Jersey, Delaware, Maryland, and the District of Columbia, being well advanced, will follow soon after.

FINES AND DEDUCTIONS.

The amount of fines imposed and deductions made from the pay of contractors, for failures and other delinquencies during the year, was \$188,839 46, and the amount remitted for the same period was \$42,931 79, leaving the net amount of fines and deductions \$145,907 97.

MAIL BAGS, LOCKS, AND KEYS.

A table is annexed showing the number, description, and cost of mail-bags, locks, and keys, purchased during the year; the amount expended for mail-bags being \$80,440, which, though an excess of \$26,812 50 over the expenditure of the previous year, is less by \$11,275 86 than that of the year next preceding.

THROUGH MAIL ROUTE BETWEEN WASHINGTON AND NEW ORLEANS.

The through mails between Washington and New Orleans are carried over the Orange and Alexandria railroad between Washington and Lynchburg, Virginia; the Virginia and Tennessee railroad between Lynchburg and Bristol, Tennessee; the East Tennessee and Virginia railroad between Bristol and Knoxville, Tennessee; the East Tennessee and Georgia railroad between Knoxville and Chattanooga, Tennessee; the Nashville and Chattanooga railroad between Chattanooga and Stevenson, Alabama; the Memphis and Charleston railroad between Stevenson and Grand Junction, Tennessee; the Mississippi Central railroad between Grand Junction and Canton, Mississippi; and the New Orleans, Jackson and Great Northern railroad between Canton and New Orleans. This is called the *Southwestern route*. It is all rail, and its aggregate length is twelve hundred and eighty miles. Diverging from the *Southwestern route* at Cleveland, Tennessee, and running via Dalton, Atlanta, and West Point, Georgia, and Montgomery and Mobile, Alabama, to New Orleans, the distance is twenty miles less, being twelve hundred and sixty miles between Washington and New Orleans; but on that route there are one hundred and sixty-six miles of steamboat service between Mobile and the lake terminus of the Pontchartrain railroad.

Records have been kept at New Orleans and Washington since 21st January last, showing the time occupied in the transmission of through mails between the two extremes.

The period from 21st January to 31st October, inclusive, embraces two hundred and eighty-four days. During thirty-five of these days, viz: from the 8th of March to the 11th of April, inclusive, the *Southwestern route* was obstructed by excessive floods in East Tennessee. In the remaining two hundred and forty-nine days there were received at New Orleans from Washington, by the *Southwestern route*, two hundred and forty-eight mails, of which ninety-six were carried through at an average speed of seventy-eight hours and thirteen minutes, a fraction over three and one-quarter days; one hundred and four at an average speed of eighty-five hours and fifty-three minutes, a fraction over

three and one-half days; nine at an average speed of one hundred and two hours and six minutes, a fraction over four and one-quarter days; thirty-five at an average speed of one hundred and nine hours and forty-eight minutes, a fraction over four and one-half days; one in one hundred and twenty-two hours and forty-five minutes; one in one hundred and twenty-seven hours and forty minutes; one in one hundred and thirty-three hours and forty-five minutes; and one in one hundred and thirty-four hours and forty-five minutes; the common average speed of the two hundred and forty-eight mails being eighty-seven hours and thirty-five minutes, or three days, fifteen hours, and thirty-five minutes. Two trips were made each in seventy-six hours and forty minutes, which was the greatest speed attained. On thirty of the two hundred and forty-nine days no mails were received at New Orleans from Washington, in consequence of the failure of the trains to connect at some point on the route.

During the same two hundred and forty-nine days there were received at Washington from New Orleans two hundred and forty-eight mails, of which one hundred and eighty-seven were carried through at an average speed of eighty-three hours and fifty-three minutes, a fraction under three and one-half days; thirty-two at an average speed of ninety-four hours and thirty-seven minutes, a fraction under four days; twenty-two at an average speed of one hundred and seven hours and twenty minutes, a fraction under four and one-half days; four at an average speed of one hundred and nineteen hours and fourteen minutes, a fraction under five days; one in one hundred and thirty-one hours and twenty-five minutes; one in one hundred and forty-four hours and fifty minutes; and one in one hundred and fifty-five hours and thirty-eight minutes; the common average speed of the two hundred and forty-eight mails being eighty-eight hours and thirty-nine minutes, or three days, sixteen hours, and thirty-nine minutes. Two trips were made each in eighty-two hours, which was the greatest speed attained going north. On twenty-eight of the two hundred and forty-nine days no mails were received at Washington from New Orleans, in consequence of the failure of the trains to connect at some point on the route.

During the thirty-five days' interruption of the through mail service on the *Southwestern route*, the mails were carried from Washington to New Orleans via Richmond, Virginia, Wilmington, North Carolina, Kingsville, South Carolina, Augusta and Atlanta, Georgia, and Montgomery and Mobile, Alabama, (the *Atlantic route*,) at an average speed of one hundred and five hours and twenty-six minutes, or four days, nine hours, and twenty-six minutes, nineteen of the thirty-five mails going through each in four days and a fraction over—say ninety-six hours and forty-six minutes. During the same thirty-five days seven mails were carried from New Orleans to Washington via Nashville, Tennessee, and Cincinnati, Ohio, at an average speed of one hundred and thirty-five hours, or five days and fifteen hours, one trip, the shortest by that route, being made in one hundred and six hours, or four days and ten hours; and twenty-four mails by the *Atlantic route*, at an average speed of one hundred and thirteen hours and twenty-eight minutes, or four days, seventeen hours, and twenty-eight minutes, one trip, the shortest, going north, by that route, being made in one hundred and eleven hours, or four days and fifteen hours.

Compared with the records kept before the rebellion, as condensed in the report of the Postmaster General for the year 1860, (page 23,) the service on the *Southwestern route* exhibits a marked improvement, both with regard to speed and regularity, the average time in each direction being reduced about twenty-two hours, and the proportion of trips performed in schedule time being increased from about one-half the whole number then to nearly five-sevenths now, reckoning the schedule time at three and a half days until the 15th of June, and at three and a fourth days after that date, going south, and at three and a half days for the whole period going north.

RAILWAY POSTAL SERVICE.

There are now in operation in the United States eighteen railway postal routes, extending in the aggregate over four thousand four hundred and thirty-five miles, upon eight hundred and seventy-nine miles of which twice daily service is performed, making a total equal to five thousand three hundred and fourteen miles of railway postal service daily each way. There are employed in this service one hundred and sixty men, as head clerks and clerks, at a cost of one hundred and eighty-seven thousand nine hundred dollars per annum. It would require to perform this same service by route agents, in the ordinary way, eighty-six men, at salaries of ten hundred and eighty dollars per annum, the compensation now allowed to route agents on first-class routes, making the cost ninety-two thousand eight hundred and eighty dollars per annum. Thus :

160 postal clerks cost.....	\$187,900 00
86 route agents would cost	92,880 00
Increased cost of postal clerks over route agents.....	<u>95,020 00</u>

But, in making this statement, it is proper to state that the reduction of clerical force in distributing and other large post offices incident to the introduction of the railway postal service should be taken into consideration. It is impossible to give the exact number of clerks saved to those offices; but it is certain that in the force of the Chicago, Cairo, St. Joseph, Buffalo, Washington, Richmond, Memphis, and Chattanooga offices, an aggregate reduction of thirty men has been made; and it is fair to assume that, without the railway postal service, these same offices, instead of decreasing, would have increased their force by the addition of at least thirty. The saving may therefore be set down at sixty men, at an average compensation of \$1,000 per annum each, say \$60,000 per annum, thus reducing the balance against the railway postal service, as at present in operation and organized, to about \$35,000 per annum.

The reduction of labor in the New York, Philadelphia, and Baltimore offices must, of course, be as much in proportion as the reduction of labor in the offices first mentioned; but, leaving out New York, Philadelphia, and Baltimore, and assuming that the railway postal service on these 5,000 miles is costing \$35,000 per annum, or an average of \$7 per mile over the ordinary or old route-agent service, the fact that twelve, twenty-four, and often forty-eight hours are saved in the transmission of all the mails passing over these 5,000 miles would seem sufficient to justify the increased expenditure.

PACIFIC RAILROAD SERVICE.

At the date of the last annual report, Junction City, Kansas, 139 miles west of Wyandotte, and 418 miles west of St. Louis, Missouri, was the furthest point to which a continuous railroad line from the eastern cities toward the Pacific was completed, a gap existing, east of Omaha City, Nebraska, in the line from Chicago to Kearney. This gap has since been filled up by the completion of the Chicago and Northwestern railroad to Council Bluffs, Iowa, on the eastern side of the Missouri river, opposite Omaha, and the Union Pacific railroad (the Platte route) has been extended beyond Kearney 329 miles to Cheyenne, at the base of the Rocky mountains, 519 miles west of Omaha, and 1,013 miles west of Chicago, Illinois. The Junction City or Smoky Hill route, (Union Pacific railroad, eastern division,) has also been extended 153 miles to Hays City, making the length of the railroad route west of St. Louis 571 miles. The mails are carried daily on these routes west from Wyandotte and Omaha, and on the Pacific side the mails are conveyed twice daily between Sacramento and Cisco, a distance of 94 miles, under contract with the Central Pacific Railroad Company. The lines are thus extending east and west to meet each other; the average progress on the Platte route the past year, Sundays excepted, exceeding one mile per day. A continuation of the work with like energy will verify the promise of the railroad companies by the year 1870 to span the continent.

FOREIGN MAIL SERVICE.

STATISTICS.

The aggregate amount of postage upon the correspondence exchanged with foreign countries was \$2,441,242 52, an increase of \$152,023 22 over the previous year. Of this amount \$1,969,605 55 accrued on the correspondence exchanged in the mails with Great Britain, France, Prussia, Bremen, Hamburg, and Belgium; \$348,303 88 on correspondence exchanged with the British North American provinces, and \$123,333 09 on mails transmitted to and from the West Indies, Mexico, Central and South America, the Sandwich Islands, Japan, and China. The United States portion of the postage on correspondence exchanged with Great Britain and the continent of Europe amounted to \$871,223 45; with the British North American provinces, \$196,848 13; and with the West Indies, &c., \$123,333 09, making the total United States postage on foreign mails \$1,191,404 67.

The number of letters exchanged with foreign countries (exclusive of the British North American provinces) was 10,298,234, of which 5,312,401 were sent from, and 4,985,833 received in the United States. Of this number 9,442,111 were exchanged with European countries, an increase of 877,264 as compared with the previous year. The estimated number exchanged with the British provinces was 2,806,000, making a total of over 13,100,000 letters exchanged in the mails with foreign countries.

The number of newspapers sent to foreign countries (exclusive of the British North American provinces) was 2,956,599, and the number received 1,871,710,

making a total of 4,828,482. Of this number 4,418,482 were exchanged with European countries. As no postage accounts are kept with the British provinces, the number of newspapers exchanged between the United States and these provinces cannot be stated, even approximately, although it is known to have been large.

The trans-Atlantic steamship lines employed in the service of foreign governments conveyed mails, the postage on which amounted to \$1,091,189 55, and those employed in the same service by this department conveyed mails, the postage on which amounted to \$878,416.

OCEAN TRANSPORTATION.

The cost of the trans-Atlantic mail steamship service employed by this department, under the provisions of the law allowing sea and inland postages to American and sea postages only to foreign steamships was \$551,338 01. The amount paid for the transportation of mails to and from the West Indies, &c., by steamers receiving different rates of compensation limited to the postages, was \$60,711 77, and the amount paid for sea and isthmus conveyance of mails to and from Central and South America, via Panama, was \$22,956 79; making a total expenditure for ocean transportation of \$635,006 57, exclusive of the payments made to the Brazil and China lines, receiving subsidies for mail service under special acts of Congress.

BALANCE DUE FOREIGN POST DEPARTMENTS.

The excess of postage collections in the United States on the correspondence exchanged with Great Britain and countries on the continent of Europe was \$564,757 13, and the balance against the United States on adjustment of the international postage accounts with those countries amounted to \$357,223 77. Additional particulars of the results of the foreign mail service, which is increasing rapidly in extent and importance, are embraced in the Appendix, and also in the report of the auditor, appended hereto.

NEGOTIATIONS OF NEW POSTAL CONVENTIONS WITH GREAT BRITAIN AND COUNTRIES ON THE CONTINENT OF EUROPE.

Following the notice given by the British government for the termination of the postal convention of 15th December, 1848, between the United States and the United Kingdom, a preliminary basis of a new convention, reducing the international letter postage from twenty-four to twelve cents, and establishing moderate charges for sea and territorial transit of correspondence in closed mails, was agreed upon between this department and the British post office, the leading features of which were stated in the last report. As the details of this new convention were yet to be discussed and formally adjusted with the British office, a favorable opportunity was presented to establish enlarged facilities of mail communication with reduced and uniform rates of postage to the continent of Europe.

With this object in view, the Hon. John A. Kasson was appointed a special

commissioner on behalf of this department, with instructions to proceed to Europe, and negotiate, in person, at the respective post departments, subject to revision and approval by the Postmaster General, the details of new postal conventions, in conformity with the general basis of international postal intercourse recommended by the Paris conference of 1863—the main points being the reduction of rates on international mail communications, written and printed; the reduction or total abolition of territorial transit charges on correspondence in closed mails; the establishment, as nearly as possible, of uniform postage rates to all parts of Europe; and generally to simplify and render uniform the rules governing the exchange of correspondence with other countries.

Mr. Kasson was selected for this important mission because of his knowledge of postal details obtained during his connection with the department as first assistant postmaster general, and particularly on account of his familiarity with the postal questions to be dealt with, which were fully discussed at the Paris conference, in which he took a prominent part as the delegate from this department. His success thus far in accomplishing the objects of his mission has been all that I could have reasonably expected, considering the different internal systems and variety of postal interests to be consulted, and the delays encountered in conducting such negotiations.

Liberal postal conventions, with general uniformity of principles and details, have been concluded with the United Kingdom of Great Britain and Ireland, Belgium, Switzerland, the Netherlands, the North German Union, and Italy, securing important reductions of postage, and introducing other valuable improvements in our postal intercourse with those countries. Negotiations are also in progress with the French post department for a similar arrangement, which it is hoped may terminate with like success.

The leading features of the postal convention with the United Kingdom, which goes into full effect on the 1st of January, 1868, are:

1. A reduction of the international letter rate from twenty-four to twelve cents.
2. The standard weight for letters one-half ounce in the United Kingdom, or fifteen grammes in the United States, with uniform progression from that basis, one additional rate for each additional weight or fraction of it.
3. Prepayment of letters optional, but unpaid letters to be subject to a fine on delivery.
4. Prepayment of all other postal packets compulsory in the mailing country, at rates to be established by each department, within a prescribed minimum for book packets and samples, and the receiving country to deliver free of charge.
5. The postage collected in each country upon international correspondence, written or printed, to be equally divided, on the principle that every letter receives an answer, and the labors of each office are substantially equal. But each country to collect for its own use the fines imposed on unpaid letters which it receives from the other.
6. The transit charge for letters in closed mails, one-half the interior rate in each country, viz: one and a half cents for the United States, and one half of a penny for Great Britain, to be computed by the ounce, or thirty grammes on letters, and by the pound or kilogramme on other mails.

7. Each country to make its own arrangements for the despatch of mails to the other by well appointed ships, and to pay for the transportation of the mails which it despatches.

8. The free transfer of extra territorial mails in the seaports of the two countries.

The conventions concluded with Belgium, the Netherlands, the North German Union, Italy, and Switzerland, respectively, contain substantially the same principles and provisions as the convention with the United Kingdom, with such slight modifications as were necessary to meet the peculiarities of the postal system of each country.

The single rate for letters between the United States and Belgium, by closed mails through England, is reduced from twenty-seven to fifteen cents; between the United States and Prussia, embracing all the States now included within the North German Union, the single letter rate is reduced from thirty to fifteen cents; and the same rate of fifteen cents has been established to the Netherlands, Italy, and to Switzerland, respectively, by closed mails through England, thus securing a uniform rate of letter postage to each of these countries.

The conventions with Belgium and the North German Union also establish a reduced international rate of ten cents for letters transmitted by regular lines of mail steamships plying directly between any port of the United States and any port of the north of Europe.

The principle of free transit for correspondence transmitted in closed mails is adopted in the conventions with the Netherlands and Italy, and in each of the other conventions very low transit charges are established.

Copies of these conventions are annexed.

POSTAL CONVENTION WITH HONG KONG, CHINA.

A postal convention, with simple provisions avoiding postage accounts, has also been concluded with the colonial government of Hong Kong, China, a copy of which is annexed. As the colonial post office at Hong Kong exercises exclusive control of all mails received at and despatched from that port, a convention, regulating an exchange of correspondence with that office, became essential in connection with the United States mail steamship service between San Francisco and Hong Kong. The arrangements made with the Hong Kong office embrace correspondence originating in the United States and addressed to Hong Kong or to the dependent Chinese ports with which Hong Kong maintains postal relations, including Canton, Amoy, Swatow, and Foo-chow; and *vice versa* of correspondence originating in Hong Kong or the dependent Chinese ports and addressed to the United States. Pre-payment is compulsory. Each office retains the postage which it collects at the established rates on the correspondence which it forwards to the other, and the receiving office delivers free of charge.

A corresponding arrangement has been proposed by this department to the British post office with respect to the correspondence originating in the United States and addressed to the ports in India, regularly served with mails by British contract packets from Hong Kong and *vice versa*.

REGISTRATION OF LETTERS TO BRITISH NORTH AMERICAN PROVINCES.

The arrangement between the United States and Canada for the mutual exchange of registered letters has been extended to registered letters exchanged with New Brunswick, Nova Scotia, and Prince Edward's Island, respectively.

MAIL STEAMSHIP SERVICE TO JAPAN AND CHINA.

The mail steamship service between the United States and China, authorized by the act of Congress approved February 17, 1865, was commenced on the 1st of January, 1867, by the departure of the steamship Colorado from San Francisco with the mails for Japan and China, and two additional round trips have been performed between San Francisco, Yokohama, and Hong Kong, by that steamer, departing from San Francisco on 3d of April and 4th of July, and delivering return mails at that port on 15th June and 15th September, respectively. The average duration of the three voyages of the Colorado were as follows, viz:

	Days.	Hours.	Mn.
From San Francisco to Yokohama.....	22	17	41
From San Francisco to Hong Kong, including detention at Yokohama.....	30	11	10
From Yokohama to Hong Kong.....	6	2	48
From Hong Kong to Yokohama.....	7	12	46
From Yokohama to San Francisco.....	21	9	0
From Hong Kong to San Francisco, including detention at Yokohama.....	30	22	7

The Great Republic and China, built expressly from this service, have been placed upon the line. The Great Republic has just completed her first round voyage, begun at San Francisco September 3, 1867, and ended November 19, 1867, and the China entered on her first voyage from San Francisco on the 14th October, 1867. The contractors expect to have the Japan, the third steamship building for the line, ready for service about the 1st of July, 1868, and the fourth steamship, not yet named, but now on the stocks in a state of forwardness, will likewise be ready for service in January, 1869. They are unable at present to indicate the time of commencing the full monthly service required by the contract.

A supplemental contract was executed on the 20th of March, 1867, a copy of which is annexed, for the conveyance of the United States mails without additional charge, in lieu of the Honolulu service released, by a branch line of steamers between Yokohama, or other port in Japan used by the main line, and the port of Shanghai, in China, making continuous regular monthly trips between said ports in connection with the main line, both on the outward and homeward voyages, according to the terms and conditions of the second section of the act of Congress approved February 18, 1867; the branch service to be put into operation in connection with the steamship leaving San Francisco on the 3d of July, 1867, for Yokohama and Hong Kong, and her return.

In April last the contractors applied for permission to perform the mail service between Yokohama and Hong Kong by a monthly branch line of first-class American side-wheel steamships, in regular connection with the main line, un-

der the stipulations of the contract, similar to those authorized by the act of February 18, 1867, for the branch service between Yokohama and Shanghai, representing that it might become necessary, in order to perform the China mail service with the fullest efficiency, to terminate the voyage of the large ships required by the contract at Yokohama, and to employ one or more branch steamships of a like class and description, but less in size only, to do the service between Yokohama and Hong Kong. After full consideration and consultation with the Attorney General upon the question of authority, who was of the opinion that the modification of service desired was within the spirit of the law of February 17, 1865, considered in connection with the amendatory act of February 18, 1867, the permission asked was granted by the department, until Congress shall have legislated further in relation to this service. The steamer New York was despatched on 3d of August for Hong Kong and Yokohama, via Cape of Good Hope, to be ready to perform the branch service between those ports, should it be found best to do it in this way, under the permission granted by the department.

The company have also been authorized to change the Japan port of calling from Yokohama to Osaka, and to carry the transfer into immediate effect if their president, who has gone to Japan and China for the purpose of inspecting and perfecting the service in that quarter, should consider it desirable to make that change in order to increase the efficiency of the mail service, and benefit all interests connected with the establishment of the line.

To carry into successful operation a new steamship line of such extent and national importance, it was deemed expedient to employ a mail agent on board of each steamship, to receive and take charge of the mails, to attend to their exchange and delivery at all points on the route, and also advise the department of all irregularities of service, and make such recommendations for promoting its usefulness and efficiency as personal observation would enable them to suggest. Four agents have been appointed and are now employed in this service; two on the main line between San Francisco and Yokohama, one between Yokohama and Hong Kong, and one on the branch line between Yokohama and Shanghai. It was also necessary to employ agents at Kanagawa, (Japan,) and at Shanghai, (China,) to receive, deliver, make up, and despatch the mails conveyed to and from each of those ports; and in the absence of legislation authorizing the establishment of United States postal agencies in connection with this service, or any appropriation to pay salaries of officers and other expenses incident thereto, the United States consul general at Shanghai, and United States consul at Kanagawa were, with the concurrence of the Department of State, designated United States resident mail agents at those ports, respectively, and instructed to act in that capacity in connection with their consular duties, this department to pay all necessary expenses for clerk hire, &c., incurred in attending to the mails. In respect to Hong Kong no such provision was requisite, as the correspondence conveyed to and from that port was required to pass through the colonial post office.

The establishment of the branch line to Shanghai makes that city the principal distributing point for the correspondence between the United States and

China, and the amount of service required to attend to the postal business there will be much larger than at any other port. As our consuls in China and Japan may very well act as postal agents in connection with their other duties, I recommend that authority be given to establish, in connection with the mail steamship service to Japan and China, a general postal agency for China, at Shanghai, with such branch agencies at other ports in China and Japan as may, in the judgment of the Postmaster General, be necessary; and to pay the postal agents appointed and employed at such ports reasonable compensation for their services, in addition to the necessary expenses allowed for conducting the postal business.

MAIL STEAMSHIP LINE TO THE HAWAIIAN ISLANDS.

The contract for the mail steamship service between the United States and the Hawaiian islands, authorized by act of March 2, 1867, was awarded to "The California, Oregon and Mexico Steamship Company," whose bid for the required service at the sum of \$75,000 for the performance of twelve round trips per annum, between the port of San Francisco and the port of Honolulu, was the only one received under the advertisement inviting proposals for the service. A contract was executed by the company on the 30th July, 1867, a copy of which is annexed. The service was commenced on the 15th October, 1867.

PROPOSED STEAMSHIP SERVICE TO VENEZUELA.

The postal convention between the United States and Venezuela went into operation on the 1st of October, 1866, and the government of Venezuela has, through its minister, proposed to this department the establishment of a direct line of mail packets between the two countries, the expense of the service to be divided equally between the two governments. The propriety of authorizing this department to unite with Venezuela in establishing such a line on the basis proposed is respectfully referred to the consideration of Congress.

MAIL STEAMSHIP SERVICE TO BRAZIL.

The United States mail steamship service between New York and Rio de Janeiro, Brazil, has been performed without interruption and with reasonable regularity, considering the great length of the route and the delays encountered at some of the intermediate ports, particularly the port of Para, at the mouth of the Amazon, the entrance to which is difficult and dangerous. Para was not originally embraced in this route, but was made an additional port of call to accommodate the government of Brazil, which insisted, in its acceptance of the proposals of the contractors, that the steamer should touch at that port both on the outward and homeward trips, thereby prolonging the voyages to and from Rio de Janeiro about two days, as well as increasing the expense of the service to the United States \$30,000 per annum. As the time occupied in calling at Para would be of great value to the respective governments in expediting the transmission of the mails between the terminal ports, and securing important connections at St. Thomas with the inter-colonial mail packets, it is my purpose to urge the Brazilian government to assent to such a modification of the service as will relieve the through steamers from calling at that port.

APPOINTMENTS.

The number of post offices established during the year.....	1, 885
Number discontinued.....	6, 111.
Decrease of offices.....	4, 226
Number of post offices in operation on the 30th June, 1866, including suspended offices in the southern States.....	29, 389
Total number in operation on the 30th June, 1867.....	25, 163
Number of offices subject to appointment by the President.....	837
Number by the Postmaster General.....	24, 326
Appointments made to fill vacancies by resignation of postmasters..	4, 065
By removals.....	3, 444
By change of names and sites.....	135
By death of postmasters.....	215
By establishment of new offices.....	1, 885
Total number of appointments.....	<u>9, 744</u>
Number of cases acted upon.....	15, 960

A large majority of offices discontinued are in the southern States, the service at which was suspended by order of the Postmaster General in May, 1861, and were not in operation thereafter, but not regularly discontinued.

These offices were reported by the auditor to the appointment office as having failed to make returns for five years, and their discontinuance recommended as necessary to enable that officer to close the accounts of the late postmasters on the books of his office, and for that reason it was deemed advisable to formally discontinue them.

No. of special agents.....	43	Aggregate compensation..	\$113, 590
No. of postal route clerks.....	170	Aggregate compensation..	197, 500
No. of route agents.....	493	Aggregate compensation..	485, 100
No. of local mail agents.....	60	Aggregate compensation..	40, 358
No. of regular baggage masters..	48	Aggregate compensation..	3, 320
No. of temporary baggage masters	56	Aggregate compensation..	3, 402
No. of mail route messengers....	29	Aggregate compensation..	16, 060
Total.....	<u>899</u>		<u>859, 330</u>

The free delivery of letters by carriers has been in operation during the past year in forty-seven of the principal cities. The number of carriers employed was 943, at an aggregate compensation of \$699,934 34.

This mode of delivery continues to grow in public favor, as is shown by the increase of postages on local matter, the reduction of the number of post office boxes, and the large decrease of advertised letters in several of the cities where the system has been more efficiently conducted. Experience, so far, justifies the belief that it will supersede the present system of box delivery, increase correspondence, especially in large cities, and not only pay its expenses, but yield a revenue to the department.

The postage on *local* matter in New York amounted to \$171,401, the total expenses \$151,329 92, showing an excess of \$20,071 08 local postage over total expenses, (see tabular statements in the Appendix.)

DEAD LETTERS.

The number of letters consigned to the dead letter office during the past fiscal year was 3,619,062 dead domestic letters, partly estimated; 443,786 unmailable letters, chiefly held for non-payment of postage; 179,466 dead letters mailed in foreign countries, and 64,194 letters mailed in the United States, and returned as "dead" from the foreign countries to which they were originally addressed; making a total from all sources of 4,306,508—a decrease of 892,097 letters from the same total as estimated for the previous year.

The whole number of dead letters, of domestic and foreign origin, and returned from the local offices of the United States, was 3,798,528; a decrease of 789,514 as compared with the returns of the previous year; the percentage decrease of such as were of *domestic* origin being about eighteen, while the decrease of such as were of *foreign* origin was only four-and-one-half per cent.

The whole number of unmailable letters was 443,786, a decrease since last report of 94,337. Of the number received, 7,961 letters were directed to places having no mail service.

The letters received were disposed of according to the regulations governing the classes to which they belonged, as follows:

The number of money letters containing sums of one dollar and upwards was 21,365, enclosing \$138,365, of which 668, containing \$8,564 56, were registered. There were restored to owners 18,577 letters, containing \$127,135 43. The remaining letters have been filed, or are held for future disposition.

The number of money letters containing sums less than one dollar was 13,770, enclosing \$3,869 24; of these 10,372, containing \$3,485 09, were restored to owners.

The amount of money taken from unclaimed letters filed prior to July 1. 1867, was \$19,914 67, which, together with \$5,159 20 realized from the sale of waste paper, amounting to \$25,073 87, was deposited in the treasury.

The number of letters enclosing bills of exchange, checks, deeds, and other papers, classed as "minor" letters, was 21,262, with a nominal value of \$5,109,554 48. Of this class, 19,991 letters were restored to owners.

The number of letters enclosing photographs, jewelry, and other articles, classed as "property" letters, was 49,386, of which 34,892 were restored to owners.

The public sale of property belonging to this class realized a net amount of \$835 05.

The number of Congressional and official letters returned to the proper departments was 17,304.

The number of letters containing stamps and articles of small value was 97,059; returned to owners, 88,679.

The number of foreign letters returned unopened to the countries where they

originated was 186,189, and the number received from foreign countries was 64,194.

The number of ordinary letters remailed to writers was 1,677,875 ; of these 1,421,871, or 84 per cent., were delivered—fully sustaining the policy of the free return of dead letters to their writers.

It thus appears that of the 4,306,508 letters consigned to the dead letter office during the year, there have been restored to owners 1,611,686 ; filed and held for future disposition 18,553 ; and returned to foreign countries 186,189, leaving a balance of 2,490,080 indicative of the number that were property, or unavoidably destroyed. Of these, about 1,500,000 were worthless, being mostly circulars and gift or lottery advertisements ; 256,004 were sent out but not delivered, leaving about one million without signatures, or so written as to be unintelligible.

Further details of disposition, and comparative statements of results for the fiscal years 1866 and 1867, are included in the Appendix.

During the year, 5,469 written applications for lost letters were received. The number found and forwarded to applicants was 1,110, or about twenty per cent. The registered letters found reached the proportion of nearly ninety per cent., while the proportion for ordinary letters was but five per cent. These results indicate the value of registration, on the one part, and, on the other, that application for letters having no enclosures are useless.

By a resolution of the United States Senate, introduced by the Hon. Jacob Collamer, of Vermont, and adopted March 9, 1859, the Postmaster General was requested to include in his next annual report "the number of letters consigned to the dead letter office during the next fiscal year, and what further legislation is necessary to diminish the number of such letters, or to provide for their return to the writers thereof." Attention was thus drawn to a most interesting branch of the public service, previously almost entirely neglected, while a corresponding interest in the Post Office Department developed in the dead-letter system relations of benefit to all classes of the people scarcely suspected, or at best but poorly appreciated. The results have been eminently satisfactory. The details of postal service have been revised and carefully analyzed in all their bearings upon the transmission and delivery of letters to their address, and also upon the means employed for the return of dead letters to the writers thereof. The improvements which investigation and experiment suggested are too numerous to be included in this report.

Like improvements have been made in the arrangements and labors of the dead-letter office. Statistical records have been amplified, and now cover all important details. The letters received, and their miscellaneous enclosures, have been thoroughly classified. The most approved safeguards of valuable letters have been introduced, and all available measures have been adopted to secure the speedy return to proper owners of all mail matter sent to the department for final disposition.

Special and constant attention has been given to the reduction of the number dead letters. In large cities and thickly populated districts, improved modes of delivery have been attended with beneficial results ; but in general, the ob-

stacles in the way of reduction, frequently mentioned in the annual reports since 1859, present difficulties which no official action can remove. These are, in substance, the migratory habits of our people, the great territorial area over which our mail service extends, and the pertinent fact that fully three-fourths of the letters returned as dead become so through circumstances exclusively associated with the parties immediately concerned. "Mistaken address," "illegible," "removed," "dead," are reasons found on three-fourths of the letters, tested in this respect by repeated examinations. It is evident that no efforts of the department can reach such difficulties; and hence it follows that the dead letters, from year to year, will retain a somewhat uniform proportion to the whole number mailed.

Thus, in 1859, there were 381 dead letters to every one thousand dollars of postage revenue; in 1861, 339; in 1862, 302; in 1863, 246; in 1864, 301; in 1865, 326; in 1866, 347; and in 1867, 278; showing, as the result of eight years of constant effort, an improvement of 103 letters to an amount of postage representative of upwards of 33,000 letters mailed.

It may be observed that the four years covered by the contests of the late rebellion present smaller proportions of dead letters compared with postage revenues than either the previous or subsequent years of peace. This is doubtless attributable, not to an actual decrease of dead letters, but to the large number of such addressed to soldiers which failed to reach the dead letter office. These aided in the augmentation of the revenues, but could not be included in the enumeration of dead letters; thus materially affecting proportions based upon such data. But for these the proportions above shown would have been still more uniform.

It has been found impossible to ascertain the statistical results of measures introduced as improvements upon the postal service, because of the want of sufficient data to determine the aggregate of letter correspondence, or the whole number of letters mailed for delivery in the United States from year to year. Efforts are now being made to satisfactorily supply this want. Such approximate estimates as are available have developed agencies operating during the past year which are found to be of prime importance in diminishing the number of dead letters.

The estimated aggregates of letters consigned to the local offices for delivery are 438,846,607 for 1866, and 462,279,719 for 1867, the proportions of dead letters to these aggregates being about one per cent. for 1866, and four-fifths of one per cent. for 1867; a gain of one-fifth of one per cent., which is also one-fifth of the proportion for 1866. On the supposition that the ratio of 1866 was also that of 1867, the letter correspondence of the latter year would have produced 4,669,024 dead letters, an excess of 870,496 over the actual returns.

These results show the presence and effects of agencies operating in 1867 which were not operating in 1866. Unmistakably these agencies are "request envelopes," introduced into more general use during the past fiscal year, and bearing directly upon dead letter returns. It is estimated that fully fifty millions were used during the year, the department supplying about one-third of that number, as before stated.

A comparative view of the returns of dead foreign and domestic letters for the same periods sustains this conclusion :

In 1866 the proportion of dead foreign letters to the whole number received for delivery in the United States was three and six-tenths per cent. In 1867 the proportion was two and seven-tenths per cent., a gain of thirty-six hundredths of one per cent., or one-ninth of the ratio of 1866. It thus appears, while the domestic element has gained one-fifth part of its ratio for the previous year, the foreign element has gained only one-ninth part of its ratio for the same year, and hence it follows that in the past fiscal year there were agencies advantageously affecting the *domestic* reductions, and not affecting the foreign.

The only agencies thus circumstanced are "request envelopes," and, in proportion as these are introduced into general use, there may be confidently anticipated a like reduction in the number of dead letters, fulfilling the purpose of the laws on this subject, for which this department and the public are indebted to the foresight of Hon. Jacob Collamer, former Postmaster General.

POSTAL MONEY ORDER SYSTEM.

The whole number of money order post offices now in operation is 1,224, of which 458 have been established since the date of the last annual report. This increase has occurred mainly in the western and southern States, where the facilities of the system for the transmission of money appear at present to be most needed.

The number of orders issued during the year was 474,496, of	
the aggregate value of.....	\$9, 229, 327 72
The number paid was 461,876, of the value of \$8, 977, 874 71	
To which is to be added the amount of orders	
repaid to purchasers.....	93, 366 02
	<hr/> 9, 071, 240 73
Excess of issues over payments.....	158, 086 99
	<hr/> <hr/>

During the previous fiscal year, ending June 30, 1866, the total amount of orders issued was \$3,977,259 28, and of orders paid and repaid \$3,903,890 22.

A comparison of these amounts with the corresponding transactions of the last fiscal year, as above exhibited, will show that during the latter period the money order business has been more than doubled.

The average sum for which money orders were issued last year was \$19 45, an increase over that of the previous year, which was but \$16 32.

The number of duplicate orders was 2,069, of which 1,915 were issued as substitutes for originals lost in the mails or otherwise, 141 were in lieu of orders rendered invalid because not presented for payment until more than one year after date, and 13 to replace orders made invalid in consequence of bearing, contrary to law, more than one endorsement.

The receipts and expenditures for the last fiscal year, as adjusted and stated by the auditor, were as follows, viz :

RECEIPTS.

Fees on money orders issued.....	\$70,888 57
Premium received on exchange.....	1 00
	<hr/>
	70,889 57

EXPENDITURES.

Commissions to postmasters.....	\$19,835 03	
Clerk hire.....	20,048 28	
Remittances lost in the mails.....	3,562 00	
Incidental expenses for stationery and fixtures...	1,183 65	
	<hr/>	44,628 96
Excess of receipts over expenditures.....		<hr/>
		26,260 61

Being the gross amount of revenue derived from the transaction of the money order business. It is proper to state that the cost of the blanks used by postmasters, which are furnished by the department of public printing, is not included in the foregoing statement of expenditures.

The sum of \$5,973,969 70, being surplus funds accruing at the smaller post offices in transacting the money order business, was transmitted to first-class offices used as depositories either by means of national bank drafts or in registered packages by mail. The loss by the latter mode of transmission amounted, as above stated, to \$3,562; but since the adoption of the improved system of registration on the 1st of June, only one registered package, containing a small remittance of money, has failed to reach its destination.

The transfers made by postmasters from the postage to the money order account for the purpose of meeting orders presented for payment amounted to \$458,911 98; on the other hand the transfers from the money order to the postage account amounted to \$548,880 56, showing that the latter is a debtor to the former account upon the transactions of the year in the sum of \$89,968 58.

In the last annual report submitted by this department it was recommended that certain modifications, with a view to greater efficiency and simplicity, should be made in the law establishing and regulating the money order system. The proposed changes were embodied in a bill which passed the Senate at its last session, but failed from lack of time and the pressure of legislative business to receive the consideration of the House of Representatives. I beg leave therefore to renew these recommendations, which were stated in detail in that report, together with the reasons which would render their adoption expedient.

To forge or counterfeit a money order is made a penal offence by the act of May 17, 1864. But one instance of this kind has happened since the establishment of the system. A late postmaster abstracted, in June last, fifty-two blank money orders, specially prepared and numbered, from the book which he delivered to his successor, filled them up in the usual manner, so that they appeared to have been duly issued on several postmasters for small sums, and forged upon each the signature of the postmaster. Payment of twenty-nine of these forged orders, to the aggregate amount of \$1,322, was obtained on presentation. The fraud was speedily detected and the guilty person was recently convicted of the

crime of forgery at the United States court at Cleveland, Ohio, and duly sentenced to three years' imprisonment and hard labor, and to pay a fine of five hundred dollars.

By existing law a postmaster at a money order office is not authorized to issue an order payable by himself. Hence money order offices cannot at present be established at the stations or sub-post offices in the large cities, although in some instances these stations furnish ordinary postal facilities to a larger population in their vicinity than that of many considerable towns. It is evident that the convenience of residents within the delivery of such stations would be sensibly promoted if they were allowed to purchase and receive payment of money orders at these stations, instead of being compelled, as now, to resort for such facilities to the central post office of the city. The latter would moreover be relieved, to some extent, of a great and constantly increasing pressure of applicants for the purchase and payment of orders. It would also prove useful in the sparsely settled States, where the county town usually has a money order office, through which, under the proposed modification, small debts could readily be paid in any part of the county by means of money orders issued and payable at the post office in the county town, which is habitually visited by residents of the county.

I would therefore recommend that the law be so far modified as to permit a postmaster to issue orders payable at his own office.

MISCELLANEOUS.

It is gratifying to be able to state that, notwithstanding the increase of expenses of the department, growing out of the increase of compensation of clerks, agents, and employés of the department, and increase in the extent and expense of the mail service throughout the country and on the sea, the disbursements were not only kept within the estimates for 1867, but there remained an unexpended balance of over seven hundred thousand dollars to be applied towards the expenses for the current year. So great is the constant demand for increased mail service by the people of the Territories, and to supply the necessities of the older States, and so important is it to put into full operation the service in the States lately involved in the rebellion, that a considerable deficiency is estimated for the year 1869. A more detailed statement of anticipated revenues and expenditures will be found in another part of this report. It cannot be anticipated that the revenues of the department derived from the sale of stamps and stamped envelopes, and from other sources, independent of specific appropriations, can equal the necessary expenditures of the department while the service is being constantly increased, at great cost, to meet the wants of the people in sparsely settled Territories. The faster the new Territories are peopled and their material resources developed, the greater will be the postal revenues coming back to reimburse the department for its outlays. Until the whole country is well settled by a stable, producing, thrifty population, it cannot be assumed, with certainty, that the Post Office Department can become self-sustaining. New channels of postal communication are opening everywhere, and necessary expenses grow faster than legitimate revenue increases. When the waste country becomes better settled, and the facilities for mail transporta-

tion increased and cheapened, as they will be in a very few years, the increase of revenues and comparative decrease of carrying expenses will entirely change the relation of the taxes and resources of the department, and, at the present rates of postage, it will not only be self-sustaining, but furnish no inconsiderable revenue to the government. There is no appropriation of public money which brings back, directly and indirectly, so large a return to the government and the people as that made in aid of the postal service. Only one other department of the government gets back a revenue anywhere near its expenses, in return for the outlays of public money.

Under the new postal conventions with foreign countries and under the contracts recently made for Atlantic service the large balances against the department, which have burthened it for so many years, will be entirely wiped out, and a very handsome revenue derived in aid of its finances.

Previous to the present year a semi-weekly mail only was despatched between this country and Europe, the sailing days from each side being Wednesday and Saturday. During this year a third weekly service has been established, and next year a fourth weekly service will be added, all by fast steamships of the first class, and the period is not distant when a regular daily mail communication will be maintained across the Atlantic. We exchange direct international mails, under provisions of postal conventions, with the United Kingdom of Great Britain and Ireland, France and Algeria, Belgium, the North German Union, Bremen, Hamburg, the Netherlands, Italy, Switzerland, Canada and British North American provinces, Mexico, Guatemala, Venezuela, and the colonial government of Hong-Kong, China; and through the mails of one or more of those countries, used as intermediaries, with Russia, Poland, Norway, Sweden, Denmark, Holland, Spain, Portugal, Austria, Greece, European and Asiatic Turkey, Syria, Egypt, Africa, Mediterranean and Atlantic coasts, islands of the Mediterranean sea and Indian ocean, Arabia, India, China, Japan, Ceylon, Sumatra, Java, Borneo, Moluccas, Phillipine islands, Australia, New Zealand, Madeira islands, Canary islands, St. Helena, Ascension, Azores, Cape de Verdes, Bermudas, Bahamas, West India islands, Falkland islands, Brazil, Paraguay, Uruguay, the Argentine Republic, English, French, and Dutch Guiana, countries of Central America, New Granada, Ecuador, Peru, Bolivia, Chili, and many other portions of the world.

Direct mail steamship communications are also maintained between the United States and neighboring countries, including Brazil, countries of Central America, Bahamas, Bermudas and West India islands, British Columbia and Vancouver's island, Sandwich islands, Japan, and China.

The exhibits of this report show a remarkable increase in the importance of the foreign mail service, and the increased care and watchfulness required of those in direct charge of it. I therefore repeat my request that authority be given to appoint a superintendent of foreign mails, and an additional clerk for that branch of the service.

I repeat, also, my recommendation that authority be given to appoint a superintendent of the opening and distribution of dead letters.

The subject of connecting the telegraphic system of the country with the postal service has attracted public attention, and it received, to some extent, the consideration of my predecessor. It has recently transpired that the telegraphic system of Great Britain has been put in charge of the British post office department. It is a matter of very great importance, and its propriety and practicability ought to be thoroughly investigated by Congress. The most efficient mode of examination of the subject, in my judgment, would be the appointment of a special commission to inquire into the working of the new arrangement in Great Britain, and into its feasibility in the United States, and report to Congress for such action as may be wisely taken.

I am compelled again to call attention to the gross frauds perpetrated upon the department by violations of the franking privilege, in almost all parts of the country. The *fac simile* franks of different members of Congress are freely used to circulate obscene books and papers, lottery circulars, business cards, &c., and to cover all kinds of business and domestic correspondence of persons not authorized by law to frank mailable matter. Unless something is done speedily by Congress to check this serious mischief, the annual appropriation to cover the transmission of free matter will have to be increased from seven hundred thousand dollars to at least one million of dollars. To avoid the continuance of this serious abuse in the use of the names of members of Congress without their knowledge or consent, I again urge that the law be so changed as to require the written signature of the person exercising the franking privilege upon the matter franked, and, to relieve the heads of departments and bureaus of great labor, that a franking clerk be authorized by law for each department of the government, with the authority to frank all matter pertaining to the department for which he is so appointed.

The commercial enterprises of the people of the United States are carried on to a very large extent by the use of foreign ships. The ocean mail service also is performed to a very great extent by foreign ships. The commercial and postal interests of the country ought to be made aids to each other. We are too dependent upon the enterprises of other peoples in the transaction of our business. Some encouragement ought to be given in some way to our own ship-builders, and citizens engaged in ocean commerce, to build ships, and buy ships, and own ships, to be used in our own business. It is to be hoped that Congress will relieve labor and ship-building materials of taxes and impositions, so that our own ships may be built in our own waters, to bear our commerce and carry our mails. As long as subsidies are paid by other governments to aid in establishing and maintaining lines of ocean steamers to and from European ports, giving them the command of the carrying trade, with comparatively little competition, it is due to the citizens of the United States that like aid should be furnished to American enterprise. This can, in my judgment, be very properly and profitably done by subsidies to lines of steamers already established, or to be established, as a consideration for carrying the ocean mails

Respectfully submitted.

ALEX. W. RANDALL,
Postmaster General.

The PRESIDENT.

APPENDIX.

APPENDIX.

Statement of revenues and expenditures for fourteen years, from 1854 to 1867, inclusive.

Years.	Expenditures.	Revenues.	Deficiencies.	Surplus.
1854.....	\$8,557,424 12	\$6,955,586 22	\$1,621,837 90	.....
1855.....	9,968,342 29	7,352,136 13	2,626,206 16	.....
1856.....	10,407,868 18	7,620,821 66	2,787,046 50	.....
1857.....	11,507,670 16	8,053,951 76	3,453,718 40	.....
1858.....	12,721,636 56	8,186,792 86	4,543,843 70	.....
1859.....	14,964,493 33	7,968,484 07	6,996,009 26	.....
1860.....	14,874,772 89	9,218,067 40	5,656,705 49	.....
1861.....	13,606,759 11	9,049,296 40	4,557,462 71	.....
1862.....	11,125,364 13	9,012,549 56	2,112,814 57	.....
1863.....	11,314,206 84	*11,163,789 59	150,417 25	.....
1864.....	12,644,786 20	*12,438,253 78	206,532 42	.....
1865.....	13,694,728 28	*14,556,158 70	.....	\$861,430 42
1866.....	15,352,079 30	*14,386,986 21	965,093 09	.....
1867.....	†18,043,816 79	†16,137,096 87	1,906,789 92	.....

* Not including the standing treasury credit of \$700,000 for free matter.

† Not including \$1,191,666 67 paid for service for which special appropriation was made.

‡ Including \$900,000 drawn under acts making appropriation for carrying free mail matter.

Estimates for expenditures (out of the revenues) for the fiscal year ended June 30, 1869.

For mail transportation, (inland and foreign).....	\$12,350,000
For ship, steamboat, and way letters.....	8,000
For compensation to postmasters.....	4,250,000
For clerks for post offices.....	2,000,000
For payments to letter-carriers.....	750,000
For wrapping paper.....	80,000
For twine.....	20,000
For letter balances.....	3,500
For compensation to blank agents and assistants.....	8,500
For office furniture.....	3,000
For advertising.....	50,000
For postage stamps and stamped envelopes.....	450,000
For mail depredations and special agents.....	115,000
For mail bags and mail bag catchers.....	130,000
For mail locks, keys, and stamps.....	30,000
For miscellaneous payments, including balances due foreign countries.....	952,000
	<u>21,200,000</u>

EXPENDITURES UNDER SPECIAL APPROPRIATIONS.

For overland mail and marine service between New York and California.....	900,000
For steamship service between San Francisco, Japan, and China.....	500,000
For steamship service between the United States and Brazil.....	150,000
For deficiency in service between the United States and Brazil in fiscal year ended June 30, 1866.....	12,500
Total estimated expenditures of all kinds.....	<u><u>22,762,500</u></u>

Postage stamps, stamped envelopes, and newspaper wrappers issued during the fiscal year 1866-'67.

POSTAGE STAMPS.

Quarter ended—	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	Amount.
September 30, 1866.	1,792,600	13,101,500	72,915,600	240,620	950,610	197,125	213,240	540,300	152,510	26,210	\$2,829,171 00
December 31, 1866..	1,813,500	13,430,000	73,375,300	237,900	993,240	175,250	199,220	426,500	135,990	19,610	2,810,897 00
March 31, 1867	2,919,300	15,807,800	74,088,200	238,940	1,202,670	302,700	318,390	550,250	161,120	26,270	2,990,829 00
June 30, 1867	2,445,100	15,333,100	74,642,800	198,360	986,560	273,125	318,260	506,675	135,450	14,420	2,934,460 00
Total	8,970,500	57,672,400	295,021,900	985,120	4,133,080	948,200	1,049,100	2,022,725	586,070	86,510	11,565,357 00

NEWSPAPER AND PERIODICAL STAMPS.

Quarter ended—	5-cent.	10-cent.	25-cent.	Amount.
September 30, 1866.....	10,000	30,000		\$4,750 00
December 31, 1866.....	10,000	20,000	5,000	2,500 00
March 31, 1867	20,000	50,000		6,000 00
June 30, 1867				
Total	40,000	100,000	5,000	13,250 00

Postage stamps, stamped envelopes, and newspaper wrappers issued, &c—Continued.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

Quarter ended—	1-cent.	2-cent.	3-cent.	6-cent.	9-cent.	10-cent.	12-cent.	18-cent.	24-cent.	30-cent.	40-cent.	Newspaper wrappers.	Amount.
September 30, 1866.	.....	1, 623, 750	7, 276, 800	34, 300	1, 000	6, 750	500	500	.....	.....	.....	495, 750	\$263, 667 00
December 31, 1866.	40, 000	1, 597, 250	12, 756, 900	48, 200	500	5, 600	.....	.....	.....	.....	.....	430, 750	427, 164 00
March 31, 1867.	.....	1, 707, 000	8, 378, 450	37, 550	2, 000	19, 100	2, 000	1, 250	2, 250	750	750	496, 750	301, 301 50
June 30, 1867.	.....	1, 251, 750	9, 623, 250	63, 150	5, 950	69, 400	3, 550	1, 950	1, 800	1, 650	550	432, 000	335, 561 00
Total.....	40, 000	6, 179, 750	38, 035, 400	183, 200	9, 450	106, 850	6, 050	3, 700	4, 050	2, 400	1, 300	1, 855, 250	1, 327, 693 50

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS, ETC.

Quarter ended—	1-cent.	2-cent.	3-cent.	6-cent.	9-cent.	10-cent.	Newspaper wrappers.	Amount.
September 30, 1866.	30, 000	95, 000	2, 707, 500	5, 500	.....	.....	.....	\$83, 755 00
December 31, 1866.	40, 000	102, 500	4, 215, 000	13, 500	.....	.....	2, 500	129, 760 00
March 31, 1867.	10, 000	143, 500	4, 137, 250	11, 000	.....	500	.....	127, 797 50
June 30, 1867.	10, 000	122, 500	5, 008, 500	10, 000	.....	.....	.....	153, 450 00
Total.....	90, 000	463, 500	16, 068, 250	40, 000	500	500	2, 500	494, 762 50

Whole number of postage stamps..... 371,599,605.....value.. \$11,578,607 00
 Whole number of stamped envelopes..... 61,928,900.....value.. 1,785,301 00
 Whole number of newspaper wrappers..... 1,857,750.....value.. 37,155 00



Comparative statement of the disposition of dead letters during the fiscal years 1866 and 1867.

	1866.		1867.		Increase.	Decrease.
Number of letters containing one dollar and upwards.....	32,814	.....	21,365	.....	11,449	.....
Amount contained.....	\$244,589 99	.....	\$138,365 00	.....	.....	\$106,224 99
Number delivered.....	27,948	.....	18,577	.....	9,371	.....
Amount contained.....	221,066 19	.....	127,135 43	.....	.....	93,930 76
Number of letters containing less than one dollar.....	14,522	.....	13,770	.....	752	.....
Amount contained.....	4,079 86	.....	3,869 24	.....	.....	210 62
Number delivered.....	11,375	.....	10,372	.....	1,003	.....
Amount contained.....	3,001 23	.....	3,485 09	.....	\$483 86	.....
Number of letters containing bills of exchange, &c.....	26,610	.....	21,262	.....	5,348	.....
Nominal value.....	7,826,881 68	.....	5,109,554 48	.....	.....	2,717,327 20
Number delivered.....	24,053	.....	19,991	.....	4,062	.....
Nominal value.....	7,434,783 03	.....	4,918,731 00	.....	.....	2,516,052 83
Number of letters containing miscellaneous articles.....	67,016	.....	49,386	.....	17,630	.....
Number delivered.....	42,745	.....	34,892	.....	7,853	.....
Number of letters containing postage stamps.....	101,886	.....	97,069	.....	4,817	.....
Number delivered.....	88,033	.....	88,679	646	.....	.....
Number of official letters returned to the departments.....	17,806	.....	17,304	.....	502	.....
Number of ordinary letters without enclosures.....	4,744,197	.....	3,900,173	.....	844,024	.....
Number sent out for delivery.....	1,656,452	.....	1,677,875	21,423	.....	.....
Number delivered.....	1,220,957	.....	1,421,871	201,506	.....	.....
Total number of all classes delivered.....	1,432,917	.....	1,611,646	178,769	.....	.....
Total number of all letters filed.....	31,684	.....	18,553	.....	13,141	.....
Number of letters returned to foreign countries.....	193,764	.....	186,189	.....	7,565	.....
Number of letters destroyed.....	3,540,240	.....	2,480,080	.....	1,060,160	.....

* Including about 1,500,000 "lottery" and "gift enterprise" circulars.

Total operations of the Appointment Office for the year ended June 30, 1867.

States and Territories.	Post offices.				Postmasters.			Total number of cases.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned.	Removed.	Deceased.	
Alabama	86	595	2	1	69	77	4	833
Arizona	9	1	1		12	5	1	28
Arkansas	129	617	1		51	43	1	842
California	27	40	5	2	51	5	4	139
Colorado	14		1		19	7		41
Connecticut	5	1			40	61	5	112
Dakota	11		1		1	1		14
Delaware	4	1	1	1	13	8	1	26
District of Columbia								
Florida	19	115	4	3	12	29		179
Georgia	74	580	1	1	71	57	5	788
Idaho	10	4			5	3	1	23
Illinois	34	36	18	6	293	270	14	667
Indiana	37	33	7	3	343	220	10	650
Iowa	57	48	8	4	249	112	8	475
Kentucky	94	49	9	4	172	49	7	380
Kansas	49	36	12	7	104	16		217
Louisiana	65	277	1	1	49	38	3	433
Maine	10	22			71	57	5	165
Maryland	35	3	6	6	54	42	2	142
Massachusetts	5	4	3	2	45	74	5	136
Michigan	41	19	12	7	141	234	11	458
Minnesota	51	37	8	5	87	67	1	251
Mississippi	56	429	2	2	66	113	3	671
Missouri	125	91	13	8	210	134	12	585
Montana	14	1			6	3		24
Nebraska	17	20	3	2	40	23	2	105
Nevada	19		3		9	4	1	36
New Hampshire	2	1	1	1	25	26	8	63
New Jersey	9	13	9	4	46	66	3	146
New Mexico	11				6	2		19
New York	22	38	17	9	240	363	24	704
North Carolina	59	630	4	2	98	112	4	907
Ohio	59	21	11	6	335	212	16	654
Oregon	16	3			13	3		35
Pennsylvania	55	54	32	21	334	251	18	744
Rhode Island	3		2	1	6			11
South Carolina	68	481	1		19	47	5	621
Tennessee	144	556	10	6	127	104	7	948
Texas	83	557	11	8	101	189	6	947
Utah	2	14			7	5		26
Vermont	5	4	2		60	22	3	96
Virginia	140	523	6	5	95	96	5	865
Washington	6	7			6	2		21
West Virginia	50	115	3	1	110	75	7	360
Wisconsin	52	33	10	6	161	117	3	376
Total	1,885	6,111	240	135	4,065	3,444	215	15,960

Table showing the increase and decrease of post offices in the several States and Territories; also, the number of post offices at which appointments are made by the President and by the Postmaster General.

States and Territories.	Whole number of post-offices, June 30, 1866.	Increase.	Decrease.	By the President of the United States, June 30, 1866.	Increase.	Decrease.	Total by the President of the United States, June 30, 1867.	Total by the Postmaster General, June 30, 1867.	Whole number of offices in the United States, June 30, 1867.
Alabama	883		508	6	2		8	368	374
Arizona	7	8						15	15
Arkansas	728		488	3			3	237	240
California	446		13	16	2		18	415	433
Colorado	59	14		3			3	70	73
Connecticut	388	4		20	5		25	367	392
Dakota	15	11			1		1	25	26
Delaware	74	3		2		1	1	76	77
District of Columbia	5			2			2	3	5
Florida	181		96	3	1		4	81	85
Georgia	900		506	7	5		12	392	394
Idaho	25	6			1		1	30	31
Illinois	1,528		4	58	15		73	1,451	1,524
Indiana	1,246	4		36	5		41	1,209	1,250
Iowa	998	9		25	6		31	976	1,007
Kentucky	780	45		20		5	15	810	825
Kansas	288	13		6	1		7	294	301
Louisiana	390		212	3			3	175	178
Maine	802		12	20	2		22	769	790
Maryland	421	32		10		2	8	445	453
Massachusetts	664	1		58	8		64	601	625
Michigan	864	22		32	8		40	846	868
Minnesota	498	14		8		1	7	505	512
Mississippi	671		371	4	5		9	291	300
Missouri	941	34		16	3		19	956	975
Montana	10	13		1	1		2	21	23
Nebraska	128		3	2			2	123	125
Nevada	32	19		3	1		4	47	51
New Hampshire	397	1		10	2		12	386	398
New Jersey	482		4	21	3		24	454	478
New Mexico	23	11		1			1	33	34
New York	2,585		16	103	12		115	2,454	2,569
North Carolina	1,194		571	7			7	616	623
Ohio	1,904	38		58	12		70	1,872	1,942
Oregon	1,107	13		2	1		3	117	1,190
Pennsylvania	2,592	1		64	21		85	2,508	2,593
Rhode Island	93	3		6	2		8	88	96
South Carolina	638		413	4	1		5	220	225
Tennessee	1,065		412	7			7	646	653
Texas	926		474	4	6		10	449	459
Utah	104		12	1			1	91	92
Vermont	441	1		11	3		14	428	442
Virginia	1,283		383	14	1		15	865	880
Washington	64		1					63	63
West Virginia	581		65				5	511	516
Wisconsin	958	19		29	1		30	947	977
Total	29,389	339	4,565	709	137	9	837	24,326	25,163

Letter-carrier offices, with the number and aggregate compensation of carriers at each office.

Offices.	No. of carriers.	Pay of carriers, including incidental expenses.
New York, N. Y.....	182	\$151,329 92
Philadelphia, Penn.....	136	98,068 20
Chicago, Ill.....	55	41,585 70
St. Louis, Mo.....	39	33,714 25
Boston, Mass.....	51	39,389 71
Baltimore, Md.....	48	34,216 01
Brooklyn, N. Y.....	36	27,611 11
Cincinnati, Ohio.....	30	25,278 87
Cleveland, Ohio.....	23	17,802 28
Washington, D. C.....	25	21,385 23
Albany, N. Y.....	21	12,651 65
Louisville, Ky.....	16	12,074 70
Detroit, Mich.....	18	13,389 27
Pittsburg, Penn.....	13	8,361 32
Syracuse, N. Y.....	10	5,890 50
Newark, N. J.....	21	15,607 13
Milwaukee, Wis.....	18	12,302 52
Memphis, Tenn.....	12	9,942 28
Utica, N. Y.....	12	8,040 62
Buffalo, N. Y.....	20	14,096 67
Troy, N. Y.....	11	6,958 70
Rochester, N. Y.....	13	8,065 27
Providence, R. I.....	11	8,116 55
Williamsburg, N. Y.....	8	4,025 67
Toledo, Ohio.....	9	6,201 94
Jersey City, N. J.....	5	4,265 69
Charlestown, Mass.....	5	3,576 56
Wilmington, Del.....	5	3,121 88
Nashville, Tenn.....	7	5,238 51
Worcester, Mass.....	6	4,754 47
Hartford, Conn.....	7	5,286 80
New Haven, Conn.....	7	5,711 22
Lowell, Mass.....	6	3,887 90
Portland, Me.....	6	.....
Lynn, Mass.....	3	2,563 33
Cambridge, Mass.....	4	2,060 41
Roxbury, Mass.....	6	3,832 85
Alleghany, Penn.....	4	2,452 50
Manchester, N. H.....	4	2,451 49
New Bedford, Mass.....	5	2,090 34
Salem, Mass.....	4	1,666 68
Cambridgeport, Mass.....	3	1,948 50
Harrisburg, Penn.....	3	1,920 57
Reading, Penn.....	3	2,156 53
Erie, Penn.....	7	1,454 90
Trenton, N. J.....	3	2,120 00
Lancaster, Penn.....	2	1,270 16
Total.....	943	699,937 34

Statement showing the operations of the free delivery system at the following offices for the year ended June 30, 1867,

Offices.	Total letters delivered.	Total papers delivered.	Total letters collected.	Amount paid carriers, and incidental expenses.	Average cost per letter in cents and mills.
New York, N. Y.	16, 644, 682	1, 590, 866	15, 442, 349	\$151, 329 92	0.4
Philadelphia, Penn.	7, 917, 193	1, 548, 477	7, 802, 990	98, 068 20	0.6
Chicago, Ill.	4, 485, 080	803, 873	3, 181, 199	41, 585 70	0.5
St. Louis, Mo.	3, 542, 136	956, 087	1, 766, 472	33, 714 25	0.6
Boston, Mass.	3, 760, 844	537, 992	3, 303, 889	39, 389 71	0.5
Baltimore, Md.	2, 341, 073	521, 221	1, 235, 874	34, 216 01	0.9
Brooklyn, N. Y.	1, 919, 962	349, 996	583, 473	27, 611 11	1.1
Cincinnati, Ohio	1, 817, 376	279, 159	979, 710	25, 278 87	0.9
Cleveland, Ohio.	1, 521, 047	473, 755	985, 958	17, 802 28	0.7
Washington, D. C.	1, 375, 254	347, 533	830, 536	21, 385 23	0.9

NOTE.—This statement is based on the letter delivery (letters delivered and collected) computed from the amounts set opposite each office, which, it should be observed, include incidental expenses.

No account is taken of the delivery or collection of papers, or other printed matter, in this table.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,

October 31, 1867.

SIR: For a statement of the mail service for the contract year ended June 30, 1867, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof, as it stood at the close of the contract year.

Table B exhibits the railroad service as in operation on the 30th of June, 1867, also the cost per mile in each State.

Table C exhibits the steamboat service for the current year, showing the particulars of each route.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1867.

Table E exhibits the weight of the mails and the character of the accommodations provided for the mails and agents of the department on certain railroad routes, as reported by the proprietors of the roads in answer to circulars issued by the department in the months of February, March, and August, 1867, accompanied by an alphabetical index, and also by a list of the routes from which no response to the circulars has been received.

I have the honor to be, very respectfully, your obedient servant,

GEORGE WILLIAM McLELLAN,

Second Assistant Postmaster General.

HON. ALEXANDER W. RANDALL,
Postmaster General.

A.—Table of mail service for the year ended June 30, 1867, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay are set down to the State under which they are numbered, though extending into other States, instead of being divided among the States in which each portion lies.]

States and Territories.	Length of route.	Annual transportation and cost.						Total annual trans- portation by co- lority, certainty, and security.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		By steamboat.			By railroad.							
		Miles.	Dollars.	Colority, certainty, and security.	Miles.	Dollars.	Colority, certainty, and security.					
Maine.....	4,408	3,640	64,103	568	53,675	1,530,958	1,530,958	22,776	417,144	1,948,102	117,778	
New Hampshire.....	1,920	1,451	28,647	63	1,150	406	53,692	355,992	355,992	930,480	64,818	
Vermont.....	2,246	1,700	33,940	506	67,175	788,126	788,126	439,926	439,926	1,228,052	101,115	
Massachusetts.....	2,539	1,197	45,593	68	3,975	1,973	164,246	770,439	42,432	2,509,495	213,804	
Rhode Island.....	514	231	5,546	180	1,500	123	17,911	163,376	99,940	363,897	94,957	
Connecticut.....	1,661	903	24,221	753	96,291	1,603,296	1,603,296	839,654	1,890,661	3,529,880	190,519	
New York.....	10,889	7,536	185,699	307	8,413	3,139	419,039	3,508,627	145,808	4,264,096	8,019,531	
New Jersey.....	2,187	1,969	34,431	73	3,188	846	114,809	550,342	44,928	866,138	1,483,408	
Pennsylvania.....	12,937	9,998	200,349	85	6,300	2,854	265,791	3,359,704	53,040	2,477,870	5,870,614	
Delaware.....	507	363	9,526	144	1,144	13,283	13,283	13,283	11,232	1,119,770	278,682	
Maryland.....	2,860	1,990	51,944	36	547	834	184,618	856,690	95,316	1,984,416	3,841,918	
Ohio.....	10,792	6,760	119,257	239	6,968	2,664	353	2,664,353	84,786	3,891,550	5,551,937	
West Virginia.....	4,298	4,061	96,758	297	8,700	1,256,951	1,256,951	1,256,951	989,453	2,446,576	3,703,527	
Virginia.....	8,129	6,415	107,814	403	25,500	968	51,293	876,496	35,256	1,029,704	1,446,643	
North Carolina.....	6,626	5,645	79,986	113	3,024	974	61,870	300,456	615,566	1,215,227	2,646,203	
South Carolina.....	2,977	2,003	59,835	180	1,440	1,430	108,860	132,912	150,776	1,731,414	2,927,970	
Georgia.....	3,660	2,050	38,647	176	1,776	1,532	203,422	1,906,556	150,436	3,314,718	5,254,812	
Florida.....	2,685	560	16,084	643	17,367	3,088	367,750	1,940,094	91,130	497,034	2,709,554	
Michigan.....	7,015	5,227	93,637	643	17,367	1,532	203,422	1,906,556	150,436	3,314,718	5,254,812	
Indiana.....	6,890	6,018	97,920	259	12,213	1,062	122,465	1,531,046	91,130	497,034	2,709,554	
Illinois.....	9,522	6,434	128,684	1,776	1,776	1,532	203,422	1,906,556	150,436	3,314,718	5,254,812	
Wisconsin.....	7,439	6,018	97,920	259	12,213	1,062	122,465	1,531,046	91,130	497,034	2,709,554	
Iowa.....	7,546	6,866	130,163	259	12,213	1,062	122,465	1,531,046	91,130	497,034	2,709,554	
Missouri.....	8,521	7,620	134,942	370	16,470	901	125,485	1,944,214	161,680	595,143	2,539,357	
Minnesota.....	5,023	4,330	54,042	323	16,470	323	21,687	1,032,119	161,680	940,084	1,453,876	
Kentucky.....	6,228	4,789	83,226	886	135,140	2,296,552	2,296,552	381,222	467,939	2,145,733	181,096	
Tennessee.....	4,811	3,903	59,298	908	908	613	76,480	719,679	789,406	1,449,078	2,137,318	
Alabama.....	4,034	3,115	71,283	919	919	919	68,220	563,550	752,768	1,327,318	139,523	
Mississippi.....	3,023	1,940	47,691	116	2,900	967	89,900	393,822	36,199	603,408	1,033,423	

* The Philadelphia, Wilmington, and Baltimore railroad is under a Maryland number.

† Includes steamboat from Louisville to Cincinnati, and from Evansville, Indiana, to Cairo, Illinois.

A.—Table of mail service for the year ended June 30, 1867—Continued.

States and Territories.	Length of routes.	Annual transportation and cost.								Total annual trans- portation by ce- larity, certainty, and security.	Total annual trans- portation by steam boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		By steamboat.				By railroad.								
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.					
Arkansas.....	4,927	4,505	170,741	372	5,000	50	3,750	977,704	36,688	36,500	1,032,892	179,491		
Louisiana.....	4,484	2,204	149,350	1,994	64,512	266	28,600	518,128	480,900	208,760	1,207,808	942,462		
Texas.....	11,640	10,379	329,708	835	26,429	426	23,852	1,948,349	199,160	311,345	2,456,854	389,967		
California.....	11,836	5,273	357,868	6,336	*152,000	227	*82,180	1,819,174	461,932	225,945	2,507,071	592,046		
Oregon.....	1,943	1,662	338,283	281	31,990			656,708	113,672		770,380	360,273		
Kansas.....	5,155	4,835	†503,091			220	33,000	1,945,264		274,560	2,219,824	536,091		
Nebraska.....	1,271	994	124,790					400,304			400,304	124,790		
New Mexico Territory.....	1,308	1,308	121,266			280	56,550	241,228		361,920	603,148	77,757		
Utah Territory.....	2,260	2,260	†461,116					885,240			885,240	461,116		
Washington Territory.....	1,378	1,005	67,693	373	16,200			171,256	38,792		210,098	83,862		
Colorado Territory.....	1,026	1,026	29,230					170,353			170,352	29,230		
Dakota Territory.....	1,110	1,110	87,266					331,132			331,132	87,266		
Arizona Territory.....	1,540	1,540	137,045					252,200			252,200	137,045		
Idaho Territory.....	1,280	280	12,200					41,600			41,600	12,200		
Total.....	203,245	153,136	5,051,480	15,094	472,206	34,015	3,812,600	43,334,149	3,210,740	32,437,900	78,982,769	9,336,286		
Postal railway clerks.....												197,500		
Route, local, and other agents, and mail messengers.....												823,371		
Aggregate.....												10,357,157		

* Includes the amount paid for the service from New York, via Panama, to San Francisco, under the act of Congress approved March 25, 1864.

† Includes overland route from Atchison, Kansas, to Salt Lake City, Utah.

‡ Includes overland route from Salt Lake City, Utah, to Folsom City, California.

GEORGE WILLIAM MCLELLAN, Second Assistant Postmaster General.

B.—Railroad service as in operation June 30, 1867.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1	Augusta to Skowhegan	Portland and Kennebec	39	.....	6	3,900 00	.....	100 00	
8	Danville Junction to Bangor	Maine Central	110	.....	6	11,000 00	.....	100 00	
19	Farmington to Brunswick	Androscoggin	70½	.....	6	3,537 50	.....	50 00	
83	Calais to Princeton	Lewy's Island	22	.....	6	550 00	.....	25 00	
113	Portland to Portsmouth	Portland, Saco, and Portsmouth	52	.....	12	7,837 50	.....	150 72	
114	Portland to Augusta, with branch, Brunswick to Bath	Portland and Kennebec	73	.....	6	7 300 00	.....	100 00	
115	Portland to Canada Line	Grand Trunk	48	.....	12	17,700 00	.....	125 00	
116	Portland to Bar Mills	York and Cumberland	117	.....	6	1,000 00	.....	100 00	
161	Mechanics' Falls to East Sumner	Portland and Oxford Central	18½	.....	6	850 00	.....	55 55	
				568½			53,675 00	44 33	
251	Concord to Nashua	Concord	36	.....	12	5,400 00	.....	150 00	
253	Concord to Wells River	Boston, Concord, and Montreal	93	.....	6	10,000 00	.....	107 52	
254	Concord to White River, with branch to Bristol	Northern	69	.....	12	10,198 25	.....	125 00	Includes \$350 for side service.
255	Concord to Bradford	Concord and Claremont	13	.....	6	1,500 00	.....	59 00	
268	Concord to Portsmouth	Concord and Portsmouth	26	.....	6	2,400 00	.....	57 69	
269	Manchester to North Ware	Concord, Manchester, and Lawrence	59	.....	12	2,400 00	.....	40 67	
			20½	.....	6	1,025 00	.....	50 00	
300	Contoocook Village to Hillsboro' Bridge	Contoocook	15	.....	6	750 00	.....	50 00	

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW HAMPSHIRE—Cont'd.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
309	Dover to Alton Bay	Dover and Winnipisseege.	28	.....	6	1,400 00	.....	50 00	
310	Brook's Crossing to Union...	Portsmouth, Great Falls, and Conway.	26	.....	6	1,300 00	.....	50 00	Runs into Portsmouth without additional compensation.
331	Littleton to Walls River	Boston, Concord, and Montreal.	21	.....	6	1,050 00	35,021 25	50 00	
	VERMONT.			406½					
412	Burlington to Rouse's Point...	Vermont and Canada.....	55½	.....	12	8,325 00	.....	150 00	
452	White River Junc. to Newport	Connecticut and Passumpsic Rivers.	106	.....	6	10,600 00	.....	100 00	
463	Windsor to Burlington	Vermont Central.....	119	.....	12	16,680 00	.....	140 00	Includes \$1,785 per annum for night mail.
477	Windsor to North Bennington, with branch to Bennington.	Troy and Boston.....	56½	.....	6	5,700 00	.....	100 00	
483	Fellows Falls to Windsor	Sullivan.....	25	.....	6	3,125 00	.....	125 00	
484	Bellows Falls to Burlington...	Rutland and Burlington...	119½	.....	6	19,405 00	.....	162 38	Includes \$2,000 per annum for side service.
489	Brattleboro' to Bellows Falls.	Vermont Valley.....	24	.....	12	3,360 00	67,175 00	140 00	
	MASSACHUSETTS.			506½					
601	Boston to Portsmouth.....	Eastern.....	56½	.....	12	9,867 50	.....	175 00	Includes night mail.
602	Boston to South Berwick Junction, br'n to Great Falls	Boston and Maine.....	75	.....	12	11,400 00	.....	150 00	
604	Boston to Fitchburg	Fitchburg	3	.....	6	8,000 00	.....	50 00	
606	Boston to Worcester	Boston and Worcester.....	62	.....	12	13,500 00	.....	153 84	
			45	.....	18		.....	300 00	

605a	Grafton Depot to Milbury	.....do.....	4. 20	.....	12	200 00	.....	47 62
606	Boston to Woonsocket Falls	.....do.....	39, 68	.....	6	1, 984 00	.....	50 00
607	Boston to Blackstone	Norfolk County.....	35	.....	6	2, 607 00	.....	74 48
608	Boston to Providence	Boston and Providence.....	46	.....	19	8, 625 00	.....	187 50
609	Boston to Plymouth	Old Colony and Newport ..	37½	.....	12	5, 400 00	.....	144 00
610	Boston to Medford	Boston and Maine	54	.....	6	275 00	.....	50 00
613	Boston to Watertown.....	Union	34	.....	25 }	1, 200 00	.....	171 43
615	Boston to Mattapan	Old Colony and Newport ..	34	.....	12 }	450 00	.....	52 95
616	Boston to West Lynn Depot.	Eastern	8½	.....	6	500 00	.....	50 00
617	Boston to Dedham	Boston and Providence	10	.....	12	550 00	.....	50 00
619	Salem to Gloucester	Eastern	11	.....	12	800 00	.....	50 00
620	Salem to Marblehead .....	.....do.....	16	.....	12	200 00	.....	50 00
627	Lawrence to Manchester	Concord, Manchester, and Lawrence	4	.....	6	2, 800 00	.....	100 00
632	Porter's Station to Lexington.	Lexington and West Cam- bridge	28	.....	12	409 00	.....	51 12
633	Lexington Depot to Bedford..	Lexington and West Cam- bridge	8	.....	12	165 00	.....	41 25
635	South Acton Depot to Hudson.	Fitchburg	4	.....	6	500 00	.....	55 56
637	Groton Junction to Mason Village.	.....do.....	23	.....	6	1, 500 00	.....	65 22
638	Auburndale Station to New- ton Lower Falls.	Boston and Worcester	2	.....	6	100 00	.....	50 00
639	Natick to Saxtonville .....	.....do.....	4	.....	6	200 00	.....	50 00
640	South Framingham to North- boro'.	.....do.....	15	.....	6	750 00	.....	50 00
640a	Northboro' to Pratt's Station..	Agricultural Branch.....	14	.....	12	1, 050 00	.....	75 00
641	South Framingham to Milford.	Boston and Worcester	12	.....	6	600 00	.....	50 00
651	Canton Depot to North Easton.	Stoughton & Easton Branch	9	.....	6	370 00	.....	41 11
655	South Braintree Junction to Newport.	Old Colony and Newport ..	61½	.....	12	7, 498 00	.....	121 42
656	South Abington to Bridgewater.	.....do.....	8	.....	6	300 00	.....	37 50
657	Braintree Depot to Cohasset..	South Shore	12	.....	12	900 00	.....	75 00
664	Middleboro' to Hyannis	Cape Cod	47	.....	12	5, 500 00	.....	117 00
675	New Bedford to West Ware- ham.	New Bedford and Taunton..	16½	.....	12	2, 031 25	.....	125 00
679	Taunton to Middleboro'	Middleboro' and Taunton ..	94	.....	6	600 00	.....	63 16
680	Taunton to Mansfield Junction	Taunton Branch	12	.....	18	1, 800 00	.....	150 00
681	Taunton to New Bedford	New Bedford and Taunton..	20½	.....	18	3, 075 00	.....	150 00
687	Worcester to Nashua	Worcester and Nashua	46½	.....	6	4, 625 00	.....	100 00

B.—Railroad service as in operation June 30, 1867—Continued

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	MASSACHUSETTS—Cont'd.								
688	Worcester to Albany.....	Worcester.....	156	.....	12	34,350 00	.....	217 40	
692	Sterling Junction to Fitchburg.....	Fitchburg and Worcester.....	14	.....	12	1,400 00	.....	100 00	
693	Fitchburg to Bellows Falls.....	Cheshire.....	64	.....	6	7,500 00	.....	117 18	
694	Fitchburg to Brattleboro', with branch to Greenfield.	Vermont and Massachusetts.....	77½	.....	6	6,000 00	.....	77 17	
700	Palmer to Amherst.....	New London Northern.....	20	.....	6	1,060 00	.....	53 00	
706	Springfield to South Vernon Junction.	Connecticut River.....	50	.....	12	6,950 00	.....	125 00	
707	South Vernon Junction to Keene.	Cheshire.....	24	.....	6	1,200 00	.....	50 00	
708	Chicopee to Chicopee Falls.....	Connecticut River.....	2	.....	12	100 00	.....	50 00	
725	Pittsfield to North Adams.....	Pittsfield and North Adams.....	21	.....	6	1,575 00	.....	75 00	
730	Yarmouth Port to Orleans.....	Cape Cod Central.....	19	.....	12	4,000 00	.....	210 52	
737	Gloucester to Pigeon Cove.....	Rockport.....	64	.....	6	450 00	.....	69 23	
				1,273.38			164,236 75		Includes all side service, and all additional daily mail to South Yarmouth and Harwich Port.
	RHODE ISLAND.								
801	Providence to Worcester.....	Providence and Worcester.	44	.....	12	5,900 00	.....	134 09	
802	Providence to New London ..	New York, Providence, and Boston.	63½	.....	19	11,156 25	.....	175 00	
803	Providence to Bristol.....	Providence, Warren, and Bristol.	15½	.....	6	855 00	.....	55 16	
				123½			17,911 25		
	CONNECTICUT.								
926	New London to Worcester.....	Norwich and Worcester.....	73	.....	12	8 030 00	.....	110 00	

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW YORK—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1104	Eagle Bridge to North Adams.	Troy and Boston.....	25½	.....	6	1,912 50	.....	75 00	
1109	Saratoga Springs to Castleton.	Saratoga and Whitehall.....	54	.....	12	5,400 00	.....	100 00	
1136	Plattsburg to Canada Line.	Plattsburg and Montreal.....	23	.....	6	986 00	.....	42 87	
1137	Rouse's Point to Ogdensburg.	Northern, (Ogdensburg).....	11½	.....	12	10,710 00	.....	90 00	
1138	Rouse's Point to Canada Line.	Champlain and St. Lawrence	24	.....	6	262 50	.....	116 66	
1159	Watertown to Cape Vincent.	Rome, Watertown, and Ogdensburg.	26	.....	12	2,600 00	.....	100 00	
1206	Utica to Boonville.	Utica and Black River.....	35	.....	6	1,750 00	.....	50 00	
1212	Rome to Ogdensburg.	Rome, Watertown, and Ogdensburg.	142	.....	12	16,700 00	.....	100 00	
1234	Branch to North Potsdam.	.....	25	.....	12	20,800 00	.....	200 00	
1235	Syracuse to Rochester.	New York Central.....	104	.....	12	6,000 00	.....	75 00	
1236	Syracuse to Binghamton.	Syracuse and Binghamton.	80	.....	12	3,550 00	.....	100 00	
1277	Syracuse to Oswego.	Oswego and Syracuse.....	35½	.....	12	6,100 00	.....	62 89	
1278	Canandaigua to Niagara Falls.	New York Central.....	50	.....	6	5,137 50	.....	75 00	
1282	Canandaigua to Elmira.	Erie.....	62½	.....	12	11,400 00	.....	150 00	
1283	Rochester to Niagara Falls.	New York Central.....	76	.....	12	800 00	.....	44 44	
1286	Rochester to Avon.	Erie.....	18	.....	6	800 00	.....	50 00	
1302	Avon to Mount Morris.	Buffalo, New York, and Erie.	10	.....	12	550 00	.....	50 00	
1320	Batavia to Attica.	New York Central.....	11	.....	6	11,450 00	.....	60 00	
1321	Suspension Bridge to Detroit.	Great Western, (of Canada)	223	.....	6	8,520 00	.....	50 00	
1322	Buffalo to Corning.	Erie.....	142	.....	12	1,100 00	.....	50 00	
1323	Buffalo to Lockport.	New York Central.....	92	.....	12	1,450 00	.....	56 67	
1324	Buffalo to Lewiston.	do.....	29	.....	12	3,400 00	.....	200 00	
1325	Attica to Hornellsville.	Erie.....	60	.....	6	13,800 00	.....	
1325	Buffalo to State Line.	Buffalo and State Line.....	69	.....	19		.....	

1347	Salamanca to Corry.....	614	.....	6	6, 150 00	.....	100 00		
1387	Owego to Ithaca.....	33	.....	12	1, 415 00	.....	42 88		
1460	Chester to Warwick.....	11	.....	12	550 00	.....	50 00		
			3, 139. 56			419, 039 50			
	NEW JERSEY.								
2002	New York to Piermont.....	26½	.....	6	2, 081 00	.....	50 00		Includes \$756 per annum for mail messenger service.
2003	New York to Hackensack.....	15	.....	12	750 00	.....	50 00		
2004	New York to Hackettstown.....	63	.....	12	6, 600 00	.....	100 00		Includes \$300 per annum for mail messenger service.
2005	New York to Harrisburg.....	183	.....	12	36, 600 00	.....	200 00		
2006	New York to New Brunswick.....	36	.....	19	13, 500 00	.....	375 00		Includes \$2, 700, being 25 per cent. on \$300 a mile for night service and extra trips.
2008	Port Monmouth to Jackson.....	734	.....	6	3, 937 50	.....	50 00		
2014	Branch to Long Branch.....	5	.....	12	275 00	.....	45 83		
2028	Newark to Mont Clair.....	6	.....	12	900 00	.....	75 00		
2056	Waterloo to Newton.....	12	.....	6	606 50	.....	50 00		
2062	Lambertville to Flemington.....	12, 13	.....	12	5, 152 50	.....	75 00		
	Trenton to intersection with Delaware, Lackawanna & Western railroad (2410) at "Manunka Chunk,"	68. 70	.....					
2067	New Brunswick to Philadelphia.....	54	.....	19	20, 250 00	.....	375 00		Includes \$4, 050, being 25 per cent. on \$300, a mile for night service and extra trips.
2071	Jamesburg to Freehold.....	11	.....	6	860 00	.....	69 09		Includes \$100 for mail messenger service at Englishtown.
2089	Burlington to Pembroke.....	14	.....	12	700 00	.....	50 00		
2092	Philadelphia to South Amboy.....	66	.....	6	7, 462 00	.....	103 63		
	Branch to Trenton.....	6	.....					
2097	Philadelphia to Bridgeton.....	19, 40	.....	6	4, 315 00	.....	125 00		
2098	Camden to Atlantic City.....	60	.....		3, 000 00	.....	50 00		
2102	Glassboro' to Millville.....	22	.....		2, 200 00	.....	100 00		12 trips a week for 4 months, and 6 trips a week for 8 months.
2105	Elmer to Salem.....	16. 60	.....	6	830 00	.....	50 00		
2111	Millville to Cape Island.....	41	.....	6	4, 100 00	.....	100 00		
2124	Somerville to Flemington.....	16. 06	.....	6	690 00	.....	43 00		
			846. 14			114, 809 50			

B.—*Railroad service as in operation June 30, 1867—Continued.*

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
2201	PHILADELPHIA TO PITTSBURG....	Pennsylvania.....	357½	.....	14	{ 71,525 00 { 1,875 00	{ {	200 00	\$1,875 allowed for transportation of P. O. car bet. Reading R. R. and Phila'da, Wilm'n & Balt. R. R.—five miles.
2202	Philadelphia to Pottsville....	Philadelphia and Reading..	97	.....	12	{ 14,550 00 { 2,550 00	{ {	150 00	\$2,550 allowed for transportation of P. O. car bet. Phila'da and Trenton R. R.—6½ miles.
2203	Philadelphia to West Chester.	West Chester and Philadel- phia.	29½	.....	12	1,463 00	.....	50 00	
2204	Philadelphia to Bethlehem ..	{ North Pennsylvania..... { Philadelphia, Germantown, and Norristown.	{ 54.19 { 10.11 17	.....	6 6 6	{ 3,215 00 { 500 00 550 00	{ {	50 00	
2206	Philadelphia to Norristown...	Philadelphia and Reading...	8	.....	6	2,050 00	.....	29 41	
2208	Philadelphia to Darby.....	Philadelphia and Reading...	22	.....	6	.....	.....	62 50	
2216	Bridgeport to Downingtown..	Philadelphia and Baltimore	39½	.....	12	.....	.....	25 00	
2235	Lenni Mills to Rising Sun...	Central.	.....	.....	.....	.....	.....	50 00	
2257	Lancaster to Middletown....	Pennsylvania.....	32½	.....	6	1,490 00	.....	45 84	
2263	Strasburg to Leaman Place..	Strasburg, (J. F. & C. W. Herr, contractors.)	4½	.....	6	215 00	.....	47 77	
2310	Allentown to White Haven...	Lehigh Valley.....	54	.....	12	5,400 00	.....	100 00	
2327	Harrisburg to Chambersburg.	Cumberland Valley.....	52	.....	12	5,200 00	.....	100 00	
2328	Harrisburg to Auburn.....	Schuylkill & Susquebanna.	59	.....	6	2,950 00	.....	50 00	
2334	Port Clinton to Milton.....	Catawissa.....	92	.....	12	13,800 00	.....	150 00	
2345	Tamaqua to Ashland.....	Philadelphia and Reading..	21	.....	6	850 00	.....	40 47	
2346	Sunbury to Williamsport....	Pennsylvania, (lessees of the Philadelphia and Erie.)	40	.....	14	6,000 00	.....	150 00	

No.	Location	Company	Capital	Assets	Liabilities	Surplus	Includes messenger service at side office.
2317	Sunbury to Mount Carmel	Northern Central	28	1,400 00	50 00		
2364	Scranton to Northumberland	Lackawanna & Bloomsburg	17	6,007 50	75 00		
2365	Scranton to Carbondale	Delaware & Hudson Canal Company.	63	850 00	50 00		
2372	Wilkesbarre to White Haven	Lehigh and Susquehanna	314	1,575 00	50 00		
2388	Penn Haven to Audenreid	Lehigh Valley over Beaver Meadow branch.	17	850 00	50 00		
2410	Great Bend to New Hampton	Del., Lackawanna & West'n	133	9,975 00	75 00		
2456	Fall Brook to Corning	Tioga	47	3,975 00	50 00		
2456	Branch to Morris Run		4				
2456	Branch to Arnot		5				
2482	Williamsport to Elmira	Northern Central, lessees of the Elmira & Williamsport	77	11,550 00	150 00		
2483	Williamsport to Ridgeway	Pennsylvania, lessees of the Philadelphia and Erie.	129	6,524 15	50 00		
2535	York to Columbia	Northern Central	13	650 00	50 00		
2541	Hanover Junc. to Hanover	Hanover Branch	13	1,050 00	50 00		
2541	Branch to Littlestown		8				
2542	Hanover to Gettysburg	Gettysburg	174	862 50	50 00		
2554	Chambersburg to Hagerstown	Cumberland Valley	22	1,100 00	50 00		
2576	Huntingdon to Mt. Dallas	Huntingdon & Broad Top	44	2,466 00	50 00		
2576	Branch to Broad Top		5				
2585a	Tyrone to Phillipsburg	Pennsylvania, lessees of Tyrone and Clearfield.	23	1,190 00	50 00		
2587	Altoona to Hollidayburg	Pennsylvania	10	500 00	50 00		
2615	Washington to Wheeling	Hempfield	324	3,234 00	100 00		
2624	Pittsburg to Uniontown	Pittsburg and Connellsville.	73	3,650 00	50 00		
2625	Pittsburg to Orrsville	Alleghany Valley	56	2,800 00	50 00		
2644	Branch Junction to Indiana	Pennsylvania	20	1,000 00	50 00		
2656	Cresson to Ebensburg	Ebensburg and Cresson	12	600 00	50 00		
2748	Alton to Carrollton	Erie	24	1,242 50	50 00		
2760	Meadville to Oil City	Atlantic and Great Western	35	1,900 00	50 00		
2770	Corry to Petroleum Centre	Oil Creek	28	2,475 00	75 00		
2770a	Petroleum Centre to Oil City	Farmers	12	581 00	75 00		
2771	Corry to Dayton, Ohio	Atlantic and Great Western	326	32,600 00	100 00		
2773	Erie to Ridgeway	Pennsylvania, lessees of Philadelphia and Erie.	118	5,912 00	50 00		

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
PENNSYLVANIA—Continued.									
2777	Miles Grove to New Castle...	Erie and Pittsburgh...	83	.....	6	6,225 00	.....	75 00	
2777a	New Castle to Homewood...	New Castle & Beaver Valley	15	.....	6	1,125 00	.....	75 00	
2779	Northville to Erie.....	Erie and Northeast.....	20	.....	14	4,000 00	.....	200 00	
2782	Columbia to Sinking Springs.	Reading and Columbia...	39.31	.....	6	1,965 50	.....	50 00	
2815	Hazleton to junction with Lehigh Valley railroad (2310) at Hazle creek bridge.	Hazleton, (A. Pardee, contractor.)	8	.....	6	.....	.....	14 66	
	Branch to Eckley.....		4	.....	6	583 00	.....	
	Branch to Jeddo.....		2	.....	6		.....	
2817	Tyrone to Lock Haven.....	Pennsylvania.....	56	.....	6	2,800 00	.....	50 00	
2818	Blairville to Alleghany.....	Pennsylvania.....	64.8	.....	6	3,240 00	.....	50 00	
2830	Shawmut to Shawmut Junc'n	Pennsylvania Cannel Coal.	12	.....	6	100 00	.....	8 33	
2831	Irvine to Oil City.....	Warren and Franklin	50	.....	6	2,550 00	.....	51 00	
2832	Penn Haven to Mt. Carmel..	Lehigh Valley.....	40	.....	6	2,000 00	.....	50 00	
				2,845.648		265,791 15			
DELAWARE.									
3101	Wilmington to Jacksonville..	Phil'a, Wilming'n, & Balto.	47.48	.....	12	12,833 75	.....	125 00	Includes \$1,400 for daily mail to Phil'a.
3117	Harrington to Milford.....	Junction and Breakwater..	87.98	.....	6	450 00	.....	62 50	
			9	144.46	6		13,283 75	50 00	
MARYLAND.									
3201	Baltimore to Philadelphia... } Branch to Port Deposit..... }	Phil'a, Wilming'n, & Balto. }	102 } 4 }	.....	19 } 6 }	37,500 00 } 200 00 }	.....	300 00	Includes \$6,900 for ferry at night and accommodation for night trains.

3204	Baltimore to Sunbury.....	{ 86 }	.....	14	25,450 00	.....	200 00
3207	Baltimore to Washington....	{ 55 }	.....	26	12,000 00	.....	150 00
3208	Baltimore to Wheeling	40	.....	19	93,900 00	.....	300 00
3209	Grafton to Parkersburg	{ 179 }	.....	13	10,400 00	.....	300 00
3214	Intersection with Northern Central railroad (3204) to Union Bridge. Annapolis to Annapolis Junc. Araby to Frederick	{ 201 }	.....	6	2,000 00	.....	200 00
		104	.....	6	.....	.....	100 00
		40	.....	.....	.....	.....	50 00
3237	Annapolis and Elk Ridge....	20	.....	13	2,858 00	.....	142 90
3306	Baltimore and Ohio	3	834	7	300 00	.....	100 00
			.....	.....	.....	184,608 00	.....
		
9004	Bell Air to Columbus.....	137½	.....	14	27,575 00	.....	200 00
9051	Pittsburg to Chicago.....	469½	.....	12	93,900 00	.....	200 00
9052	Pittsburg to Bell Air.....	95	.....	6	7,125 00	.....	75 00
9095	Erie to Cleveland.....	96	.....	12	21,000 00	.....	225 00
9101	Hudson to Millersburg	62	.....	6	1,860 00	.....	30 00
9103	Cleveland to Youngstown....	67	.....	6	3,350 00	.....	50 00
9104	Cleveland to Wellsville.....	{ 59½ }	.....	12	13,087 50	.....	150 00
9105	Cleveland to Sandusky.....	40½	.....	6	3,050 00	.....	100 00
9125	Bayard to New Philadelphia....	61	.....	6	1,372 00	.....	50 00
9129	Oneida Mills to Carrollton....	32	.....	6	400 00	.....	33 83½
9146	Sandusky to Newark.....	12	.....	6	11,600 00	.....	33 33
		116	.....	.....	.....	.....	100 00
9168	Xenia to Dayton.....	17	.....	12	2,125 00	.....	125 00
9170	Dayton to Sandusky	156	.....	12	19,500 00	.....	125 00
9171	Springfield to Delaware.....	50	.....	6	2,143 00	.....	42 86
9197	Columbus to Cleveland.....	138	.....	12	29,100 00	.....	210 87
9201	Columbus to Xenia.....	55	.....	12	12,375 00	.....	225 00
9202	Columbus to Indianapolis....	188	.....	12	37,600 00	.....	200 00
9222	Galion to Indianapolis.....	204	.....	12	30,600 00	.....	150 00

OHIO.

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
OHIO—Continued.									
9247	Blanchester to Hillsborough.	Marietta and Cincinnati.....	21	.....	6	787 00	.....	37 50	
9248	Portsmouth to Reed's Mills.	Marietta and Cincinnati.....	56	.....	6	2,800 00	.....	50 00	
9343	Toledo to Cleveland.	Cleveland and Toledo.....	114	.....	12	2,280 00	.....	200 00	
9344	Toledo to State Line.	Toledo, Wabash, & Western	243	.....	6	24,300 00	.....	100 00	
9345	Toledo to Elkhart.	Mich. South'n & North'n Ind	133	.....	6	6,630 00	.....	50 00	
9351	Frémont to Finley.	Frémont and Indiana.....	37	.....	6	1,295 00	.....	35 00	
9370	Carey to Finley.	Cinc'ti, Dayton, & Eastern.	16	.....	6	800 00	.....	50 00	
9378	Dayton to Union City.	Dayton and Union.....	48	.....	6	3,600 00	.....	75 00	
9381	Dayton to Toledo.	Dayton and Michigan.....	149	.....	12	22,350 90	.....	150 00	
9401	Hamilton to Cambridge City.	Cincinnati and Indianapolis	54	.....	6	2,700 00	.....	50 00	
9403	Hamilton to Richmond.	Junction.....	.....	.....	.....	.....	.....	.....
9405	Cincinnati to Dayton.	Cincinnati, Richmond, and Chicago.	48	.....	6	3,600 00	.....	75 00	
9406	Cincinnati to Springfield.	Cincinnati, Hamilton, and Dayton.	60	.....	12	10,875 00	.....	181 25	
9407	Cincinnati to Parkersburg.	Little Miami.....	19	.....	6	16,525 00	.....	100 00	
9429	Morrow to Zanesville.	Marietta and Cincinnati...	65	.....	13	225 00	.....	225 00	
9470	Dayton to Richmond.	Cincinnati and Zanesville..	197	.....	6	20,150 00	.....	100 00	
9481	Harrison Junction to Laurel.	Cincinnati and Columbus	132.9	.....	6	9,975 00	.....	50 00	
9483	Columbus to Pittsburg Branch, Means to Cudiz.	Little Miami and Xenia.	42	.....	6	3,150 00	.....	75 00	
9504	Springfield to London.	Indianapolis and Cincinnati	39½	.....	6	1,925 00	.....	48 75	
		Staubenville and Indiana.	160	.....	12	32,400 00	.....	200 00	
		Cincinnati, Dayton, and Eastern.	8	.....	12	1,000 00	.....	50 00	
			20	.....	6	.....	.....	50 00	
			3,727.46	.....		.....	506,044 50	.....

[illegible]

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
SOUTH CAROLINA—Contin'd.									
5603	Florence to Cheraw	Cheraw and Darlington.....	40	.....	7	1,200 00	.....	30 00	
5604	Charleston to Florence	Northeastern.....	103½	.....	7	7,772 00	.....	75 00	
5605	Charleston to Salkehatchie.....	Charleston and Savannah.....	50	.....	3	1,250 00	.....	25 00	
5606	Columbia to Charlotte.....	Charlotte & South Carolina.....	110	.....	6	5,550 00	.....	50 00	
5607	Columbia to Greenville C. H.	} Greenville and Columbia.....	145½	.....	6	10,893 00	.....	75 00	
	Branch, Hodges to Abbeville.....		11½	.....	6	345 00	.....	30 00	
	Branch, Belton to Anderson, C. H.		10	.....	6	300 00	.....	30 00	
5608	Chester C. H. to Yorkville.....	King's Mountain.....	23½	.....	6	705 00	.....	30 00	
5609	Alston to Spartanburg C. H.	Spartanburg and Union.....	70	.....	3	1,400 00	.....	20 00	
5610	Newberry C. H. to Laurens	Laurens.....	32	.....	3	480 00	.....	15 00	
			973½	.....		61,870 00	.....	
GEORGIA.									
6001	Augusta to Atlanta.....	} Georgia.....	174½	.....	7	17,450 00	.....	100 00	
6002	Branch, Camak to Mayfield.....		12½	.....	7	637 00	.....	50 00	
6003	Atlanta to Chattanooga, Tenn.		140	.....	7	14,000 00	.....	100 00	
6004	Atlanta to West Point.....	Atlanta and West Point.....	86½	.....	7	6,487 50	.....	75 00	
6005	Millen to Augusta.....	Central R.R. and Banking Co.....	54	.....	7	5,400 00	.....	100 00	
6006	Washington to Double Wells.....	Georgia.....	19	.....	6	950 00	.....	50 00	
6008	Union Point to Athens.....	Georgia.....	40	.....	6	2,000 00	.....	50 00	
6009	Kingston to Rome.....	Rome.....	19	.....	3	570 00	.....	30 00	
	Savannah to Thomasville.....	} Atlantic and Gulf.....	204½	.....	7	15,356 00	.....	75 00	
	Branch, Lawton to Live Oak, Fla.		48	.....	7	3,600 00	.....	75 00	
6010	Savannah to Macon.....		192	.....	7	19,200 00	.....	100 00	

No.	Name	Stations	Trains per week	Passenger Cars	Freight Cars	Total Cars	Notes
6011	Macon to Columbus.....	Southwestern and Muscogee	100	7	5,000 00	50 00	
6012	Macon to Atlanta.....	Macon and Western.....	102	7	7,650 00	75 00	
6013	Milledgeville to Gordon.....	Central Railroad & Banking Co.	17	7	1,275 00	75 00	
6014	Milledgeville to Eatonton.....	do.	21	7	1,050 00	50 00	
6015	Fort Valley to Albany.....	Southwestern.....	774	7	3,875 00	50 00	
	Branch, Renwick to Euftaula, Ala.	do.	60	7	3,000 00	50 00	
6209	Macon to Hawkinsville.....	Macon and Brunswick.....	50	7	1,000 00	20 00	
6215	Trenton to Wauhatchie.....	Wills Valley.....	12	7	360 00	30 00	
		1,430			108,860 50		
	FLORIDA.						
6402	Fernandina to Cedar Keys.....	Florida.....	154	6	4,620 00	30 00	
6403	Jacksonville to Lake City ..	Florida, Atlantic, and Gulf Central.	614	6	3,062 50	50 00	
6404	Quincy to Lake City.....	Pensacola and Georgia.....	130	6	6,500 00	50 00	
	Branch to Monticello.....	do.	4	6	200 00	50 00	
		349½			14,382 50		
	MICHIGAN.						
2501	Detroit to Chicago, Ill.....	Michigan Southern and Northern Indiana.	242	12	36,300 00	150 00	
2502	Toledo, Ohio, to Detroit.....	do.	65	*6	6,500 00	100 00	*Or as much oftener as the trains run.
2503	Monroe to Adrian.....	do.	34	6	1,700 00	50 00	Do.
2504	Adrian to Jackson.....	do.	46	6	2,300 00	50 00	Do.
2505	White Pigeon to Kalamazoo	St. Joseph Valley.....	38, 32	6	1,916 00	50 00	Do.
2506	Detroit to Chicago, Ill.....	Michigan Central.....	285, 25	12	42,787 50	150 00	
2507	Detroit to Grand Haven	Detroit and Milwaukee....	190	12	19,000 00	100 00	
2508	Detroit to Port Huron	Chicago, Detroit, & Canada Grand Trunk Junction.	{ 64, 25 }	6	3,212 50	50 00	Do.
2509	Owasso to Lansing	Jackson, Lans. and Saginaw	27, 65	6	1,106 00	40 00	
2510	Holly to Flint	Flint and Holly	17, 22	12	1,291 00	75 00	
2511	Saginaw to Flint.....	Flint and Pere Marquette..	36, 50	12	2,737 50	75 00	
2563	Jackson to Lansing.....	Jackson, Lans. and Saginaw	37, 20	12	2,790 00	75 00	
2745	Escanawba to Marquette.....	Chicago and Northwestern..	69	.....	4,600 00	66 66	Six times a week, six months.
		1,152, 39			126,241 00		

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
12001	Indianapolis to Lafayette	Indianapolis and Cincinnati	65½	.....	12	6,562 50	.....	100 00	
12002	Indianapolis to Peru	Indianapolis, Peru, and Chicago.	54 24	.....	12 6	6,600 00	.....	100 00	
12003	Indianapolis to Cincinnati	Indianapolis and Cincinnati	113½	.....	12	14,187 50	.....	125 00	
12004	Columbus to Madison	Jeffersonville, Madison, and Indianapolis.	46	.....	6	2,300 00	.....	50 00	
12005	Indianapolis to Terre Haute	Terre Haute & Indianapolis	73	.....	12	14,600 00	.....	200 00	
12013	New Albany to Indianapolis	Jeffersonville, Madison, and Indianapolis.	114	.....	12	17,000 00	.....	150 00	
12049	Rushville to Columbus	.....do.....	46	.....	6	1,840 00	.....	40 00	
12051	Richmond to Chicago	Chicago and Great Eastern	225½	.....	12	33,825 00	.....	150 00	
12090	Cincinnati to East St. Louis	Ohio and Mississippi	341	.....	13	68,200 00	.....	200 00	
12105	New Albany to Michigan City	Louisville, New Albany & Chicago.	227 61	.....	12 6	23,125 00	.....	100 00	
12132	Evansville to Rockville	Evansville & Crawfordville	23	.....	6	9,400 00	.....	75 00	
12228	State Line to Logansport	Toledo, Logansport, and Burlington.	119 61	.....	6	3,050 00	.....	50 00	
12302	Plymouth to La Porte	Cincinnati, Peru, & Chicago	30	.....	6	900 00	.....	30 00	
12340	Fairland to Martinsville	Indianapolis and Cincinnati	38½	.....	6	1,732 50	.....	45 00	
				1,653½			203,492 50		
11401	Chicago to Milwaukee	Chicago and Milwaukee	87	.....	12	8,700 00	.....	100 00	
11402	Chicago to Freeport	Chicago and Northwestern	121	.....	12	15,125 00	.....	125 00	
11403	Chicago to Moline, Iowa	.....do.....	342	.....	12	69,450 00	.....	175 00	
11404	Chicago to Davenport, Iowa	Chicago and Rock Island	183	.....	12	18,300 00	.....	100 00	
	ILLINOIS.								

REPORT OF THE POSTMASTER GENERAL

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	WISCONSIN.								
13001	Chicago to Green Bay.....	Chicago and Northwestern.	244	.....	12	36,600 00	.....	150 00	Six times a week, or
13002	Kenosha to Rockford.....	.....do.....	73.32	.....	.....	3,666 00	.....	50 00	as much oftener as
13003	Racine to Port Byron, Ill.....	Western.....	180	.....	12	18,000 00	.....	100 00	the trains may run,
13004	Milwaukee to Prairie du Chien.....	Milwaukee and Prairie du Chien.	194.80	.....	12	19,480 00	.....	100 00	if required.
13006	Milwaukee to Portage City.....	Milwaukee and Saint Paul.	97.50	.....	.....	7,312 50	.....	75 00	Do.
13007	West Milton to Monroe.....	Milwaukee and Prairie du Chien	42.80	.....	.....	1,712 00	.....	40 00	Do.
13008	Watertown to San Prairie.....	Milwaukee and Saint Paul.	25	.....	.....	1,000 00	.....	40 00	Do.
13009	Horicon to Berlin.....	.....do.....	43.50	.....	.....	2,175 00	.....	50 00	Do.
13010	Nepeuskun to Omro.....	.....do.....	10.50	.....	6	420 00	.....	40 00	
13011	Warren to Mineral Point.....	Mineral Point.....	33	.....	.....	1,650 00	.....	50 00	
13012	Sheboygan to Glenbeulah.....	Sheboygan & Fond du Lac.	20	.....	6	750 00	.....	75 00	Recognized at \$75 per mile per annum for six months.
	IOWA.			1,162.42		122,465 50			
11002	McGregor to Conover.....	McGregor and Western.....	43	.....	.....	2,400 00	.....	50 00	Six times a week, or
11003	Dubuque to Iowa Falls.....	Dubuque and Sioux City...	150	.....	6	7,500 00	.....	50 00	as much oftener as the trains may run, if required.
11004	Waterloo to Waverly.....	.....do.....	20	.....	6	1,050 00	.....	50 00	Do.
11005	Farley to Cedar Rapids.....	Dubuque and Southwestern	55.76	.....	.....	2,788 00	.....	50 00	
11007	Davenport to Kellogg's Station Branch, Wilton Junction to Muscatine.....	Mississippi and Missouri river.	131 1/4 } 13 1/4 }	.....	6 } 6 }	7,250 00	.....	50 00	
11008	Muscatine to Washington.....	Mississippi and Missouri River.	37.77	.....	6	1,888 50	.....	50 00	

No.	Route	Days	Weeks	Trains	Passenger	Freight	Coal	Other	Total	Notes
11009	Burlington to Ottumwa.....	7	12	5,700	00	75	00			
111010	Keokuk to Fort Madison.....	6	6	1,300	00	50	00			
111011	Keokuk to Des Moines.....	6	6	12,150	00	75	00			
	MISSOURI.									
10501	St. Louis to Leavenworth City	282 1/2	7	44,975	00	150	00			
10502	St. Louis to Pilot Knob Branch, Mineral Point to Potosi.	87.1	6	8,910	00	100	00			
10503	Pacific to Rolla.....	76 1/2	6	9,625	00	126	22			
10504	St. Louis to Macon City.....	170	6	25,500	00	150	00			
10505	Quincy to St. Joseph.....	213 1/2	12	32,775	00	150	00			
	Branch, Palmyra to Hannibal	15	12			50	00			
10506	St. Joseph to Weston.....	37	6	3,700	00	100	00			
	MINNESOTA.									
13533	Winona to Owatonna.....	90 1/2		6,787	50	75	00			Six times a week, or as much oftener as the trains may run, if required.
13606	St. Paul to Belle Plaine.....	50	12	3,750	00	75	00			Do.
13608	Minneapolis to Owatonna.....	72		5,400	00	75	00			
13621	St. Paul to St. Cloud.....	11	12	4,200	00	75	00			
13659	La Crosse, Wisconsin, to Rushford, Minnesota.....	67 1/2		1,550	00	50	00			
	KENTUCKY.									
9605	Ashland to Coalton.....	32 1/2		21,687	50	47	33			
9606	Covington to Nicholasville.....	11	6	250	00	22	72			
9607	Louisville to Lexington.....	99	12	10,550	00	100	00			
9608	Louisville to Nashville, Tenn.	13	6	9,400	00	50	00			
9609	Junction to Bardstown.....	94	6	27,315	00	100	00			
9610	Lebanon Junction to Crab Orchard.....	180 1/2	6	540	00	151	32			
		85.7	6	6,395	00	30	00			

Six times a week, or as much oftener as the trains may run, if required.

Dr.

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	KENTUCKY—Continued.								
9611	Bowling Green to Tate's Station.	Louisville and Nashville....	Miles. 51	Miles.	6	Dollars. 5, 100 00	Dollars.	Dollars. 100 00	
9612	Paducah to Union City.....	New Orleans and Ohio	62	613.2	6	3, 100 00	62, 650 00	50 00	
	TENNESSEE.								
10001	Knoxville to Bristol.....	East Tennessee & Virginia	130.7	.....	7	13, 070 00	.....	100 00	
10002	Knoxville to Chattanooga....	East Tennessee & Georgia	112	.....	7	12, 625 00	.....	100 00	
10003	Branch, Cleveland to Dalton	Rogersville and Jefferson ..	28½	.....	7	750 00	.....	50 00	
10004	Rogersville to Bull's Gap....	Nashville to Chattanooga	14	.....	6	.....	.....	56 71	
	Nashville to Chattanooga	Nashville and Chattanooga	153	.....	14	15, 540 00	.....	100 00	
	Branch, War Trace to Shelbyville.	Nashville and Chattanooga	7	.....	7	.....	.....	34 28	
10007	Nashville to Decatur.....	Nashville and Decatur	122½	.....	6	9, 175 00	.....	75 00	
10008	Nashville to Johnsonville....	Nashville and Northwestern	78	.....	6	2, 340 00	.....	30 00	
10009	Nashville to Tate's Station.	Edgfield and Kentucky....	48	.....	7	1, 440 00	.....	30 00	
10010	Tate's Station to Paris.....	Memphis, Clarksville and Louisville.	82½	.....	6	8, 250 00	.....	100 00	
10011	Memphis to Paris.....	Memphis and Ohio.....	132½	908.53	6	13, 250 00	76, 480 00	100 00	
	ALABAMA.								
6601	Montgomery to West Point, Ga	Montgomery & West Point	83	.....	6	6, 600 00	.....	75 00	
6602	Branch, Opelika to Columbus.	Alabama and Florida.....	28	.....	6	1, 400 00	.....	50 00	
6605	Montgomery to Pollard.....	Mobile and Girard	112	.....	6	8, 400 00	.....	75 00	
	Columbus, Georgia, to Union Springs, Alabama.		54	.....	6	2, 700 00	.....	50 00	

6606	Selma to Blue Mountain.....	Alabama & Tennessee River	135	.....	6	6, 750 00	.....	50 00
6607	Selma to Meridian, Miss.....	{ Selma and Meridian.....	107	.....	6	8, 025 00	.....	75 00
	Branch, Uniontown to Newbern.		11	.....	6	550 00	.....	50 00
6608	Memphis, Tenn., to Stevenson, Alabama.	{ Memphis and Charleston..	272½	.....	6	27, 250 00	.....	100 00
	Branch, Moscow, Tennessee, to Somerville.		14	.....	6	420 00	.....	30 00
	Branch, Tusculum to Florence.		5	.....	6	150 00	.....	30 00
6813	Gainesville to Gainesville Junction.	Mississippi, Gainesville, and Tuscaloosa.	22	.....	6	660 00	.....	30 00
6815	Pollard to Mobile.....	Mobile and Great Northern.	71	.....	6	5, 325 00	.....	75 00
	MISSISSIPPI.		919½	.....			68, 230 00	
7001	Canton to Jackson, Tenn.....	Mississippi Central.....	237	.....	6	23, 700 00	.....	100 00
7002	Memphis, Tenn., to Granada, Mississippi.	Mississippi and Tennessee..	100	.....	6	7, 500 00	.....	75 00
7004	Vicksburg to Meridian.....	Southern Mississippi.....	144	.....	6	10, 800 00	.....	75 00
7008	Mobile, Ala., to Columbus, Ky Branch, Columbus to Artesia.	{ Mobile and Ohio.....	472	.....	6	47, 200 00	.....	100 00
			14	.....	6	700 00	.....	50 00
	ARKANSAS.		967	.....			89, 900 00	
7504	Devall's Bluff to Little Rock.	Memphis and Little Rock..	50	.....	6	3, 750 00	.....	75 00
	LOUISIANA.		50	.....			3, 750 00	
8001	Algiers to Brashear.....	New Orleans, Opelousas, and Great Western.	80	.....	7	8, 000 00	.....	100 00
8002	New Orleans to Canton, Miss.	New Orleans, Jackson, and Great Northern.	206	.....	7	20, 600 00	.....	100 00
	TEXAS.		286	.....			28, 600 00	
8501	Houston to Orange.....	Texas and New Orleans...	100	.....	7	5, 000 00	.....	50 00
8502	Houston to Galveston.....	Galveston and Houston Junction.	50	.....	7	5, 000 00	.....	100 00
8503	Houston to Columbia.....	Houston Tap and Brazoria.	50	.....	7	2, 500 00	.....	50 00
8504	Houston to Milican.....	Houston and Texas Central	80	.....	7	4, 000 00	.....	50 00

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
			80½	.....	7	4,025 00	.....	50 00	
8505	TEXAS—Continued.	Buffalo Bayou, Brazos, and Colorado.	25	.....	7	1,250 00	.....	50 00	
8506		Washington County	41	.....	7	2,050 00	.....	50 00	
8530a		Southern Pacific		426½			23,825 00		
	CALIFORNIA.								
14702		San Francisco and San José	50	.....	12	11,200 00	.....	224 00	
14742		Sacramento to Folsom	23½	.....	12	3,480 00	.....	148 08	
14750		Roseville to Lincoln	12	.....	12	1,800 00	.....	150 00	
14834		Sacramento to Cisco	94	.....	12	28,200 00	.....	300 00	
		Aspinwall to Panama	48	.....		37,500 00	.....		Part of route from New York to San Francisco, under act of March 25, 1864.
	NEBRASKA.			227½			82,180 00		
14451		Omaha to Julesburg	290	.....	12	56,550 00	.....	195 00	
	KANSAS.			290			56,550 00		
14083		Wyandotte to Elsworth, with branch from Leavenworth to Lawrence.	220	.....	12	33,000 00	.....	150 00	
				220			33,000 00		

GEORGE WILLIAM McLELLAN, Second Assistant Postmaster General.

C.—Steamboat service as in operation September 30, 1867.

States.	No. of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Remarks.
New Hampshire	317 ^a	Wolfboro' to Meredith Village	33	33	3	500 00	500 00	During navigation. Do.
	323	Weir's Bridge to Wolfboro'	30	63	6	650 00	1,150 00	
Massachusetts	670	Hyannis to Nantucket	30	30	6	2,500 00	2,500 00	
	674	New Bedford to Edgartown	38	68	6	1,475 00	3,975 00	
Rhode Island	809	Newport to New York	169	169	6	2,500 00	2,500 00	
New York	1119	White Hall to Rouse's Point	120	120	11	6,000 00	6,000 00	
	1387	Ithaca to Cayuga	40	40	6	1,713 00	1,713 00	
	1480	Geneva to Watkins	47	207	6	700 00	8,413 00	
New Jersey	2007	New York to Keyport	24	24	6	350 00	350 00	
	2008	New York to Port Monmouth	20	20	6	500 00	500 00	
	2092	South Amboy to New York	27	71	6	2,338 00	3,188 00	
Pennsylvania	2626	Pittsburg to Greensboro	85	85	6	6,300 00	6,300 00	

C.—Steamboat service as in operation September 30, 1867—Continued.

States.	No. of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	No. of trips per week.	Annual pay.		Remarks.
						Dollars.	in each State. Dollars.	
Maryland	3210	Baltimore to Queenstown.....	36	36	3	547 00	547 00	
Ohio	9467	Portsmouth to Cincinnati.....	115		3	2,100 00		
	9413	Cincinnati to Maysville	66		6	3,400 00		
	9492	Ironton to Gallipolis	58½	230½	3	1,488 00	6,988 00	
West Virginia	4102	Wheeling to Parkersburg.....	96		6	4,800 00		
	4120	Parkersburg to Gallipolis	86		3	2,600 00		
	4129	Kanawha C. H. to Gallipolis	63½	245½	6	2,449 00	9,849 00	
Virginia	4415	Norfolk to Baltimore.....	200		6	18,000 00		
	4417	Norfolk to Eastville.....	57		3	3,500 00		
	4418	Norfolk to Matthews C. H.	60		2	1,000 00		
	4419	Norfolk to Richmond	148	465	3	2,000 00	24,500 00	
North Carolina	5026	Wilmington to Smithville.....	30		2	699 00		
	5037	Plymouth to Franklin Depot.....	107	137	3	2,000 00	2,699 00	

Georgia.....	6060	Rome to Greensport, Ala.....	180	180	2	3,300 00	3,300 00		
Florida.....	6414	Platka to Jacksonville.....	70		2	1,800 00			
	6416	Platka to Melbourne.....	124		1	2,000 00			
	6435	Bainbridge, Ga., to Appalachicola, Fla.....	201	395	2	7,000 00	10,800 00		
Michigan.....	12693	Grand Haven to Milwaukee.....	85		6	1,830 00			During navigation, say 7 mos.
	12741	Detroit to Sault de St. Marie.....	350		3	500 00			During navigation, say 6 mos.
	12745	Marquette to Hancock.....	69		6	4,600 00			Do.
	12749	Port Huron to Mackinaw.....	240		3	700 00			During navigation, say 7 mos.
	12793	Milwaukee, Wis., to Manistee, Mich.....	130	874	4	350 00	7,980 00		Do.
Wisconsin.....	13013	La Crosse to Dubuque, Iowa.....	165		6	10,980 00			From April 16 to Nov. 14, inclusive, in each year.
	13017	Oshkosh to New London.....	67		6	1,200 00			From May 1 to November 15, inclusive, in each year.
	13262	Berlin to Oshkosh.....	27	259	6	333 33	12,513 33		During navigation, say 6 mos.
Minnesota.....	13501	St. Paul to La Crosse, Wis.....	190		6	7,320 00			From Apr. 16 to Nov. 14, inclusive, in each year; carries the through and way mails.
	13502	La Crosse, Wis., to St. Paul, Minn.....	180	370	6	9,150 00	16,470 00		From April 16 to Nov. 14, inclusive, in each year; carries the through mail only.
Kentucky.....	9601	Louisville to Cincinnati, O.....	135		7	9,000 00			
	9602	Louisville to Evansville, Ind.....	202		4	7,990 00			
	9603	Evansville, Ind., to Cairo, Ill.....	200		4	10,000 00			
	9803	Louisville to Jeffersonville, Ind.....	5			2,500 00			In due connection with railroads.
	9807	Columbus to Cairo, Ill.....	21			3,150 00			In due connection with Mobile and Ohio railroad.
	9809	Cairo, Ill., to Inka, Miss.....	328	891	3	5,000 00	37,640 00		

C.—Steamboat service as in operation September 30, 1867—Continued.

States.	No. of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
Arkansas	7505	Memphis, Tenn., to Pine Bluff, Ark.	395	2	15,000 00	
	7506	White River to Jacksonport.	372	767	2	12,000 00	27,000 00	
Louisiana	8003	New Orleans to St. Francisville	170	2	6,400 00	Twice a week from June 1 to September 30; four times a week from October 1 to May 31, in each year.
	8005	New Orleans to Bras Settlement.	69	.....	2	1,800 00	.....
	8006	New Orleans to Mobile, Ala.	186	.....	2	25,000 00	.....
	8007	New Orleans to Covington	57	.....	2	3,000 00	.....
	8077	St. Louis, Mo., to Memphis, Tenn.	460	.....	2	14,000 00	.....
				942		50,200 00	.....
Texas	8506	Brashear, La., to Indianola, Texas	375	30,000 00	
	8507	Galveston to Brazos Santiago	295	.....	1	12,000 00	.....
	8508	Indianola to Corpus Christi	105	.....	3	10,500 00	52,500 00
California				775				
	14701	San Francisco to Sacramento	110	.....	6	18,000 00	.....
	14703	San Francisco to Stockton	120	.....	6	15,000 00	.....
	14704	San Francisco to Oakland	9	.....	6	2,500 00	.....
	14705	San Francisco to Petaluma	35	274	6	4,000 00	39,500 00	
Oregon	15102	Portland to The Dalles	1194	6	10,000 00	
	15119	Astoria to Portland	110	2294	2	6,990 00	16,990 00	

Washington Territory	15407	Olympia to Victoria.....	208	.....	1	10,400 00	.....
	15419	Seattle to Whatcom.....	165	.....	1	5,800 00	.....
				373			16,200 00
Under act of March {		New York to Aspinwall.....	2,305 {			150,000 00	
25, 1864 {		Panama to San Francisco.....	3,757 }				150,000 00
				6,062			

(This service is set down to California in the report of June 30, 1867, (see table A,) and includes service across the isthmus of Panama.)

GEORGE WILLIAM MCLELLAN,
Second Assistant Postmaster General.

D.—Table showing the increase and decrease in mail

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.				STEAMBOAT.			
	Length of routes.		Cost.		Length of routes.		Cost.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
Maine	36		4,545					
New Hampshire	14		1,320		33		500	
Vermont		26	a570					
Massachusetts	76		11,258					
Rhode Island	16		711					
Connecticut		8	c1,447					
New York	88		3,032		47		700	
New Jersey		4		36				
Pennsylvania		415		1,525				
Delaware								
Maryland		52		130				
Ohio		50		55	58		488	
West Virginia	65		1,256			200		18,000
Virginia	1,200		20,717		200		18,000	
North Carolina	469		9,695				f500	
South Carolina	281		8,344					
Georgia	415		15,372			g332		g5,000
Florida		313		12,921	1,477		18,600	
Michigan		162	A30,541		250		1,776	
Indiana		504	16,705					
Illinois		398	18,628					
Wisconsin	89		23,339		97		11,718	
Iowa		858		7,916		m110		m2,704
Missouri	964		720			n432		n22,350
Minnesota		544		8,768		p229		p20,025
Kentucky		301		16,409	3		2,865	
Tennessee	2,524		34,568					
Alabama	681		30,418					
Mississippi	940		28,503			r4		
Arkansas	2,785		134,885			182		1,000
Louisiana	1,564		126,385		s399		15,594	
Texas	7,160		253,109		u295		u12,000	
California	204			25,383				v6,000
Oregon	60		128,270		170		10,000	
Kansas	829		87,764					
Nevada	888		100,876					
Nebraska		241		19,223				
New Mexico Terr't'y		191	66,853					
Utah Territory	120		9,607					
Washington Terr't'y		149	28,703		208		13,700	
Colorado Territory		5	3,696					
Dakota Territory	845		84,442					
Arizona Territory	341		55,319					
Idaho Territory	220		4,200					
Total	22,874	4,221	1,345,798	92,356	3,237	1,489	106,441	75,079
Decrease	4,221		92,356		1,489		75,079	
Increase	18,653		1,253,442		1,748		31,362	

a Occasioned by increased number of trips.

b Pay per mile increased on some of the routes.

c Occasioned by increased number of trips.

d For mail messenger on route from New Haven to New London.

e \$1,000 for mail messenger service discontinued on route from Pittsburg to Orrsville. Pay reduced on other routes.

f Service on route from Plymouth to Franklin depot increased to three times a week.

g Route from Filatka, Florida, to Savannah, Georgia, discontinued.

h Occasioned by increased number of trips.

i Corrected distance.

j Pay on routes from Chicago to Green Bay and Milwaukee to La Crosse increased \$50 per mile per annum.

k Service between Milwaukee and Portage City, 97½ miles, reduced to six times a week.

m Steamboat route from Dubuque to Davenport advertised, but no bids received; not in operation.

transportation and cost during the year ended June 30, 1867.

RAILROAD.				TOTAL ANNUAL TRANSPORTATION.		TOTAL ANNUAL COST.	
Length of routes.		Cost.					
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
2	16		2,750	62,088		1,795	
			900	15,912		920	
		\$2,000		2,844		2,570	
	75		6,138	38,333		5,120	
				10,764		711	
		467		4,992		1,514	
27		21,100		152,448		24,832	
107		29,000		133,068		28,964	
69			\$1,528		68,461		3,053
19		1,198		12,118		1,198	
4		800			4,444	80	
179		52,630		376,098		53,603	
					83,753		16,744
34		4,250		320,839		42,967	
45		6,925		102,258		17,120	
12		1,825		35,153		10,169	
128		31,177		60,417		41,549	
4		610		69,136		6,289	
50		6,115		308,681		38,432	
	105		2,063		182,760		14,642
206		73,444		837,158		92,072	
	44	\$18,740		118,217		53,797	
	91		8,043		329,877		18,663
24			\$4,946		172,510		26,576
323		\$21,687		91,706			7,106
10		1,070			95,958		12,474
201		19,843		582,612		54,411	
116		23,678		150,952		54,086	
14		700		73,350		29,203	
				496,860		133,885	
	2	3,900		205,440		145,879	
45		4,527		1,272,283		269,636	
87		33,140		403,818		1,757	
				321,722		138,270	
220		33,600		641,677		120,764	
				329,662		100,876	
290		56,550		187,148		37,327	
				54,184		66,853	
				81,692		9,607	
				65,728		42,403	
				30,108		3,696	
				272,788		84,442	
				127,504		55,319	
				22,880		4,200	
2,216	293	447,376	26,368	8,123,625	937,763	1,790,428	84,616
293		26,368		937,763		84,616	
1,923		421,008		7,144,875		1,705,812	

n Route from St. Louis to Keokuk discontinued; route from St. Louis to Cairo transferred to Louisiana.

o Some of the railroad routes have been let at reduced rates.

p That part of route 13501 which lies between La Crosse and Dubuque transferred to Wisconsin, and service on other routes let at reduced rates.

q New service.

r Corrected distance.

s Two hundred miles of this is for the route from St. Louis to Cairo, transferred from Missouri to this State.

t Corrected distance.

u Pay on route from Algiers to Brashear increased \$50 per mile per annum.

v Route from Galveston to Brazos Santiago.

w Route from San Francisco to Sacramento City, and from San Francisco to Stockton, let at reduced rates

a last lettings.

GEORGE WILLIAM McLELLAN,

Second Assistant Postmaster General.

E.—Table showing the weight of mails and accommodations for mails and per mile per annum

[ABBREVIATIONS.—F. F., fixtures and furniture; F. F. C., fixtures and furniture complete; R. P. O., railway

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.
1	New Jersey...	2006	New York, New Brunswick....	New Jersey Railroad and Transportation Company.	36
1a	do	2067	New Brunswick, Philadelphia..	Philadelphia and Trenton.....	54
2	Maryland	3207	Baltimore, Washington	Baltimore and Ohio.....	40
3	do	3201	Baltimore, Philadelphia	Philadelphia, Wilmington, and Baltimore.	98
4	Massachusetts	605	Boston, Worcester	Boston and Worcester	44½
5	Maryland	3208	Baltimore, Cumberland	Baltimore and Ohio.....	178
6	New York	1001	New York, Dunkirk	Erie	460
7	Connecticut	938	New Haven, Springfield	Hartford and New Haven.....	63½
8	Ohio	9406	Cincinnati, Xenia.....	Little Miami.....	65
9	do	9201	Columbus, Xenia	Columbus and Xenia.....	55
10	do	9095	Erie, Cleveland.....	Cleveland, Painesville, and Ashtabula.	96
11	do	9405	Cincinnati, Hamilton	Cincinnati, Hamilton, and Dayton.	25
12	Massachusetts	688	Worcester, Albany	Western	158
13	Ohio	9197	Columbus, Cleveland	Cleveland, Columbus, and Cincinnati.	138
14	Pennsylvania.....	2201	Philadelphia, Pittsburg	Pennsylvania.....	357½
	Do.....	2201	Philadelphia, Harrisburg.....	do	106
	Do.....	2201	Harrisburg, Pittsburg.....	do	25½
15	New York	1079	Albany, Buffalo	New York Central.....	298
16	New Jersey.....	2005	New York, Harrisburg	Central, of New Jersey.....	183
17	Ohio	9493	Columbus, Pittsburg.....	Steubenville and Indiana, (Pittsburg, Columbus, and Cincinnati.)	193
18	do	9051	Pittsburg, Chicago.....	Pittsburg, Fort Wayne, and Chicago.	489½
19	do	9202	Columbus, Indianapolis	Columbus and Indianapolis Central.	188
20	New York	1325	Buffalo, State Line	Buffalo and State Line.....	69
21	Pennsylvania.....	2779	State Line, Erie	Erie and North East	20
22	Maryland	3208	Cumberland, Wheeling	Baltimore and Ohio.....	201
23	Ohio	9343	Toledo, Cleveland	Cleveland and Toledo	114
24	Connecticut	937	New Haven, New London	New Haven and New London.....	50
25	Maryland	3204	Baltimore, Harrisburg	Northern Central	86
26	Indiana	12090	Cincinnati, East St. Louis.....	Ohio and Mississippi	341
27	California	14702	San Francisco, San José.....	San Francisco and San José.....	50
28	New York	1234	Syracuse, Rochester.....	New York Central.....	104
29	Massachusetts	608	Boston, Providence	Boston and Providence	46
30	Rhode Island.....	802	Providence, New London	New York, Providence, and Boston.	63½
31	Massachusetts	601	Boston, Portsmouth	Eastern	56
32	Illinois	11403	Chicago, Boonsboro'	Chicago and Northwestern	349
33	Massachusetts	604	Boston, Fitchburg	Fitchburg	52
34	Maine	113	Portland, Portsmouth.....	Portland, Saco, and Portsmouth.....	52
35	New York	1282	Rochester, Niagara Falls.....	New York Central.....	76
36	Michigan	12506	Detroit, Chicago	Michigan Central	295½
37	do	12501	Toledo, Chicago	Michigan Southern and Northern Indiana.	342
38	Illinois	11405	Chicago, Burlington.....	Chicago, Burlington, and Quincy.....	307.70
39	Missouri.....	10501	St. Louis, Kansas City	Pacific, of Missouri.....	222½
40	Indiana	12013	New Albany, Indianapolis	Jeffersonville, Madison, and Indianapolis.	113
41	Illinois	11406	Chicago, East St. Louis.....	Chicago and Alton.....	283
42	Wisconsin.....	13001	Chicago, Ill., Green Bay, Wis.	Chicago and Northwestern.....	244
43	Kentucky	9608	Louisville, Nashville	Louisville and Nashville	185
44	New York	1021	Albany, Troy	Troy and Greenbush.....	7
45	Illinois	11407	Centralia, Calro.....	Illinois Central	119
46	Missouri.....	10504	St. Louis, Macon City	North Missouri	170
47	Maryland	3204	Harrisburg, Sunbury	Northern Central	55
48	Missouri.....	10505	Quincy, Hannibal, St. Joseph	Hannibal and St. Joseph.....	222
49	Ohio	9222	Gallon, Indianapolis	Bellefontaine	204
50	do	9104	Cleveland, Alliance.....	Cleveland and Pittsburg	59½
51	Pennsylvania.....	2346	Sunbury, Williamsport.....	Pennsylvania, (lessees Philadelphia and Erie.)	38.71

agents on railroad routes, with the frequency of the service and the rate of pay for mail transportation.

post office. The figures in parentheses in the "Remarks" column refer to the order of the routes in this table.]

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
309, 933	315, 683	625, 616	603, 576	20, 119	R. P. O., way mail $\frac{1}{2}$ car.	*25	\$375 00	
312, 034	305, 511	617, 537	602, 078	20, 069	39 x 8.2, 44.3 x 8.2, 47.1 x 8.3, F. F. C.	*25	375 00	Through mail in crates.
252, 275	444, 042	696, 917	677, 450	22, 581	Railway post office	26	300 00	
282, 649	267, 821	557, 470	521, 445	17, 348	R. P. O., 39 x 8.4, 44.3 x 8.2, 47.1 x 8.3, 49.1 x 8.3; way, 29.1 x 6.4, 19.6 x 6.4, 23.6 x 7.9, 25.5 x 7.9, F. F. C.	31&25	300 00	
201, 317	150, 215	351, 532	329, 947	10, 998	8 x 11, 8 x 21	61&49	300 00	
299, 966	45, 517	255, 483	230, 066	7, 668	15 x —, F. F. C.	13	300 00	Part; residue \$200, (22.)
206, 388	87, 423	293, 811	140, 631	5, 468	26 x 11, 42 x 11, F. F. C. and bag catcher.	*12	275 00	26 days, estimated; returns imperfect.
169, 080	113, 379	282, 459	218, 151	7, 271	13 x 6, F. F.	31	250 00	
112, 689	178, 596	291, 285	281, 558	9, 385	15.3 x 8.6, F. F. C.	24	225 00	Part; residue \$100, (138.)
171, 866	106, 215	278, 083	275, 247	9, 175	16 x 8.6, F. F. C.	24	225 00	
162, 639	158, 152	320, 791	172, 305	5, 743	17 x 8, F. F.	30	225 00	
79, 972	27, 457	107, 429	105, 560	3, 518	9 x 15, F. F.	12	225 00	Part; residue \$150, (36.)
233, 481	205, 617	439, 098	219, 644	7, 321	20 x 7	12	217 40	
57, 975	98, 534	156, 549	113, 975	3, 799	18 x 8.6, F. F.	24	210 87	
622, 602	204, 236	826, 838	575, 504	19, 183	44 x 8.6, 11 x 8, F. F. C.	*37	200 00	Through mail in sealed cars.
187, 731	84, 296	271, 977	248, 340	8, 278	44 x 8.6, 11 x 8, F. F. C.	*37	200 00	Part to Harrisburg.
603, 102	165, 373	768, 475	714, 778	23, 825	44 x 8.6, 11 x 8, F. F. C.	*37	200 00	Part beyond Harrisburg.
486, 859	310, 025	796, 884	477, 018	15, 900	15 x 9, F. F. C.	*36	200 00	80 miles at \$100.
73, 271	223, 903	297, 174	276, 670	9, 222	8 x 10, one car sealed.	*18	200 00	Returns imperfect.
299, 272	94, 147	393, 419	274, 591	9, 153	13 x 6, 11, F. F.	18	200 00	
259, 523	52, 505	292, 118	267, 251	8, 908	21.4 x 2.10, fixtures	24	200 00	
163, 736	82, 180	245, 916	228, 905	7, 630	12 x 6, fixtures	18	200 00	
146, 141	60, 507	215, 738	214, 847	7, 161	9 x 18, F. F.	30	200 00	
191, 403	36, 058	228, 361	205, 098	6, 836	9 x 18, F. F.	30	200 00	
85, 746	104, 706	190, 452	171, 838	5, 727	15 x —, F. F. C.	13	200 00	Part; residue \$300, (5.)
85, 343	66, 815	152, 158	145, 621	4, 854	18 x 8.6, F. F.	18	200 00	
83, 242	42, 941	126, 183	101, 377	3, 379	11.6 x 8.9, F. F.	25	200 00	Part; residue \$150, (47.)
114, 244	82, 238	196, 482	91, 444	3, 048	26 x 8.6, F. F. C.	13	200 00	
17, 429	6, 931	24, 360	20, 597	686	14 x 8, main baggage apartment.	12	200 00	
30, 987	28, 319	59, 306	11, 037	367	15 x 9, F. F. C.	*12	200 00	
74, 464	81, 737	156, 201	144, 832	4, 827	11 x 6, F. F. C.	26	187 50	
58, 153	85, 389	143, 542	132, 807	4, 427	6 x 11, 7 x 11, F. F.	*19	175 00	
107, 560	46, 775	154, 335	130, 222	4, 340	6.11 x 16.1, F. F.	12	175 00	
71, 263	24, 833	96, 096	52, 682	1, 756	Railway post office	12	175 00	
57, 564	32, 601	90, 245	67, 536	2, 251	15 x 9, F. F.	24	153 84	
39, 177	85, 502	124, 679	113, 536	3, 784	7 x 16, F. F.	12	150 72	
208, 073	42, 973	251, 046	221, 537	7, 384	15 x 9, F. F. C.	*18	150 00	
123, 356	50, 032	173, 430	128, 353	4, 278	9 x 13.4, F. F.	24	150 00	
76, 168	82, 417	158, 585	118, 330	3, 944	9 x 14, F. F.	24	150 00	
119, 722	36, 831	156, 553	102, 407	3, 413	25 x 9, 26.6 x 9, F. F. C.	12	150 00	
97, 031	33, 776	130, 807	96, 764	3, 225		12	150 00	Part; residue \$100, (120.)
41, 105	118, 907	160, 012	96, 632	3, 221	14 x —, F. F. C.	18	150 00	
92, 436	42, 857	135, 293	84, 298	2, 809	25.7 x 8.9, F. F. C.	12	150 00	
138, 404	38, 244	176, 648	84, 157	2, 805	Railway post office	12	150 00	
70, 232	27, 729	97, 961	78, 989	2, 633	7 x 10, 7.6 x 14, F. F.	13	150 00	
51, 461	20, 621	72, 082	63, 291	2, 109	Baggage car	42	150 00	
48, 292	28, 449	76, 741	62, 796	2, 093	19 x 9, F. F. C.	12	150 00	Part; residue \$100, (96.)
56, 035	19, 349	75, 384	59, 985	1, 999	18 x 8, F. F. C.	6	150 00	
41, 860	21, 893	63, 753	58, 355	1, 945	11.6 x 8.9, F. F.	25	150 00	Part; residue \$200, (25.)
64, 645	25, 786	90, 431	51, 447	1, 714	9.2 x 28, F. F. C.	12	150 00	
46, 359	24, 126	70, 485	51, 300	1, 710	10 x 10, F. F. C.	12	150 00	
31, 208	26, 555	57, 763	44, 351	1, 478	One-third car, F. F.	42	150 00	Part; residue \$100, (129.)
42, 420	18, 549	60, 969	44, 304	1, 476	8 x 10, fixtures	18	150 00	

*And extra.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route.
					Miles.
52	Kansas.....	14083	Wyandotte, Junction City.....	Union Pacific.....	139
53	do.....	14083	Leavenworth, Lawrence.....	do.....	33
54	Vermont.....	412	Burlington, Rouse's Point.....	Vermont Central and Vermont and Canada.....	55½
55	Illinois.....	11420	Galesburg, Quincy.....	Chicago, Burlington, and Quincy.....	100
56	Ohio.....	9405	Hamilton, Dayton.....	Cincinnati, Hamilton, and Dayton.....	35
57	Pennsylvania.....	2202	Philadelphia, Pottsville.....	Philadelphia and Reading.....	97
58	Ohio.....	9381	Dayton, Toledo.....	Dayton and Michigan.....	149
59	Massachusetts.....	680	Taunton, Mansfield Junction.....	Taunton Branch.....	12
60	do.....	681	Taunton, New Bedford.....	New Bedford and Taunton.....	20
61	Pennsylvania.....	2182	Williamsport, Elmira.....	Northern Central.....	77
62	Vermont.....	484	Bellows Falls, Burlington.....	Rutland and Burlington.....	119½
63	Maryland.....	3237	Annapolis, Annapolis Junction.....	Annapolis and Elk Ridge.....	22
64	Vermont.....	463	Windsor, Burlington.....	Vermont Central.....	119
65	Rhode Island.....	801	Providence, Worcester.....	Providence and Worcester.....	44
66	Illinois.....	11402	Chicago, Freeport.....	Chicago and Northwestern.....	121
67	Maine.....	115	Portland, Canada Line.....	Grand Trunk.....	165
68	Massachusetts.....	706	Springfield, South Vernon Junction.....	Connecticut River.....	50
69	Vermont.....	483	Bellows Falls, Windsor.....	Sullivan.....	25
70	Delaware.....	3101	Wilmington, Dover.....	Philadelphia, Wilmington, and Baltimore.....	47
71	New Jersey.....	2097	Philadelphia, Bridgeton.....	West Jersey.....	38.40
72	Ohio.....	9168	Xenia, Dayton.....	Columbus and Xenia.....	17
73	Massachusetts.....	675	New Bedford, West Wareham.....	New Bedford and Taunton.....	16½
74	Virginia.....	4408	Richmond, Petersburg.....	Richmond and Petersburg.....	22
75	Massachusetts.....	693	Fitchburg, Bellows Falls.....	Cheshire.....	64
76	do.....	664	Middleboro', Hyannis.....	Cape Cod.....	47
77	New York.....	1138	Rouse's Point, Canada Line.....	Champlain and St. Lawrence.....	21
78	Connecticut.....	973	Vernon Depot, Rockville.....	Rockville.....	4½
79	do.....	926	New London, Worcester.....	Norwick and Worcester.....	73
80	New York.....	1010	Stapleton, Tottenville.....	Staten Island.....	13
81	New Jersey.....	2092	Philadelphia, Trenton, South Amboy.....	Camden and Amboy.....	72
82	Virginia.....	4401	Washington, Lynchburg.....	Orange and Alexandria.....	178½
82a	Virginia.....	4422	Lynchburg, Bristol.....	Virginia and Tennessee.....	205
83	Tennessee.....	10002	Knoxville, Chattanooga.....	East Tennessee and Georgia.....	112
84	do.....	10001	Knoxville, Bristol.....	East Tennessee and Virginia.....	130.7
85	Virginia.....	4402-3	Washington, D. C., Richmond, Va.....	Richmond, Fredericksburg, and Potomac.....	131
86	North Carolina.....	5001	Weldon, Wilmington.....	Wilmington and Weldon.....	162
87	Alabama.....	6608	Memphis, Tenn., Stevenson, Ala.....	Memphis and Charleston.....	274
	Do.....	6608	Memphis, Grand Junction.....	do.....	52
	Do.....	6608	Grand Junction, Stevenson, Ala.....	do.....	230½
88	Illinois.....	11401	Chicago, Milwaukee.....	Chicago and Northwestern.....	87
89	Mississippi.....	7001	Canton, Jackson, Tenn.....	Mississippi Central.....	226
	Do.....	7001	Canton, Grand Junction.....	do.....	129
	Do.....	7001	Grand Junction, Jackson, Tenn.....	do.....	47
90	Virginia.....	4412	Petersburg, Weldon.....	Petersburg.....	64
91	Wisconsin.....	13005	Milwaukee, La Crosse.....	Milwaukee and St. Paul.....	198
92	Louisiana.....	8002	New Orleans, Canton.....	New Orleans, Jackson, and Great Northern.....	206
93	Indiana.....	12002	Indianapolis, Kokomo.....	Indianapolis and Peru.....	54
94	South Carolina.....	5602	Kingsville, Augusta.....	South Carolina.....	113
95	do.....	5602	Branchville, Charleston.....	do.....	62
96	Illinois.....	11407	Chicago, Centralia.....	Illinois Central.....	253
97	South Carolina.....	5601	Kingsville, Wilmington.....	Wilmington and Manchester.....	171
98	Georgia.....	6002	Atlanta, Ga., Chattanooga, Tenn.....	Western and Atlantic.....	140
99	New York.....	1086	Troy, Saratoga Springs.....	Rensselaer and Saratoga.....	32.81
100	Texas.....	8502	Houston, Galveston.....	Galveston and Houston Junction.....	50
101	New York.....	1103	Eagle Bridge, Rutland.....	Rensselaer and Saratoga.....	69½
102	Maine.....	8	Danville Junction, Bangor.....	Main Central.....	110
103	Georgia.....	6001	Augusta, Atlanta.....	Georgia.....	171

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Returning.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
48,755	15,675	64,430	43,250	1,441	12 x 8, F. F.	6	\$150 00	Main route.
5,117	4,476	9,593	8,636	1,287	12 x 8, F. F.	6	150 00	Branch.
42,938	23,233	66,171	42,501	1,417	15 x 7, fixtures.	18	150 00	
35,656	17,324	52,980	39,407	1,313	25 x 9, F. F. C.	12	150 00	
27,957	15,134	43,091	39,181	1,306	9 x 15, F. F.	12	150 00	Part; residue \$225, (11.)
31,544	18,775	50,319	25,889	863	8.6 x 11.6, F. F.	12	150 00	
28,581	15,681	44,262	22,082	735	9 x 15, F. F.	12	150 00	
8,040	11,898	19,938	19,405	647		*24	150 00	
10,972	6,803	17,775	14,439	481		*24	150 00	
10,217	8,193	18,410	13,320	444	11.6 x 8.9, F. F.	12	150 00	(See 53.)
48,630	25,004	73,634	35,073	1,169	17 x 6.4, F. F.	*12	145 64	
4,502	3,970	8,472	8,794	226	4.6 x 2.1 x 1.11, (box)	13	142 90	
49,135	33,922	83,057	35,302	1,176	15 x 7, fixtures.	18	140 00	
17,570	15,538	33,108	15,625	520	9.6 x 6.3.	*18	134 04	
54,656	21,163	75,819	64,535	2,150	Railway post office	12	125 00	
79,849	32,131	111,980	52,549	1,751	12.6 x 7.6, F. F.	13&7	125 00	Seven trips on part in winter.
32,477	19,415	51,892	36,021	1,385	9 x 17, fixtures.	12	125 00	26 days.
21,436	16,363	37,799	31,300	1,043	15 x 7, fixtures	18	125 00	
24,857	11,615	36,472	29,685	989	22 x 6, F. F.	18	125 00	Part; residue \$62 50, (213.)
17,012	10,127	27,139	15,965	532	10.10 x 6.5, F. F. C.	12	125 00	
9,133	4,851	13,984	13,667	455	Baggage car.	12	125 00	
2,268	2,286	4,554	3,740	125		*12	125 00	
78,669	29,638	108,307	108,083	3,603	9 x 12, furniture	14	122 45	
32,507	10,521	43,028	25,168	838	13 x 6.6, 14 x 7, F. F. C.	18	117 18	
19,537	12,079	31,616	21,143	704	6 x 11, F. F.	12	117 18	
2,168	1,122	3,290	3,250	30		6	116 60	Returns imperfect.
12,412	12,663	25,075	13,996	109	Baggage car.	18	111 11	
423	309	732	732	466	6 x 10, F. F. C.	24	110 00	
11,032	10,578	21,610	10,399	122		12	107 69	
172,504	65,392	237,896	212,604	346	12 x 6.6, F. F.	18&12	103 63	6 days. 'Thro' mail in crates.
161,909	48,240	210,179	207,472	7,066	28 x 8, 20 x 8, F. F. C.	14	100 00	Main route; branch \$50, (302.)
147,910	49,143	197,053	184,529	6,692	8.6 x 21.6, F. F.	14	100 00	31 days.
40,407	138,307	178,714	175,263	6,150	22 x —	*7	100 00	Main route; branch \$50, (223.)
83,067	44,724	127,791	121,330	5,842	24 x —, F. F.	*7	100 00	
		129,694		4,044	20 x 8, F. F. C.	13	100 00	
42,758	120,694	163,452	113,010		Railway post office	13	100 00	Returns imperfect.
16,322	38,422	54,744	52,200	3,767	Railway P. O., F. F. C.	12	100 00	
37,902	116,665	154,567	127,515	1,740	do	12	100 00	Part to Grand Junction.
67,530	50,394	117,924	105,222	4,250	do	12	100 00	Part beyond Grand Junction.
39,475	94,161	133,636	95,346	3,506	11 x 9, 10.6 x 9, F. F.	12	100 00	
37,942	93,790	131,732	114,283	3,177	16.4 x 7.10	*7	100 00	
9,172	11,663	20,837	19,190	3,809	do	*7	100 00	Part to Grand Junction.
		94,319	94,319	639	do	*7	100 00	Part beyond Grand Junction.
91,429	41,053	132,482	94,308	3,144	Half car, F. F.	13	100 00	Returns imperfect.
34,804	60,474	95,278	77,892	3,144	9 x 18, F. F. C.	12	100 00	
64,126	17,794	81,920	75,193	2,596	9.3 x 16.1, F. F. C.	7	100 00	
70,913	21,491	92,404	63,371	2,506	8 x 12, F. F.	12	100 00	Part; residue \$50, (230.)
39,762	18,585	58,347	58,347	2,112	16.6 x 8.6, F. F.	7	100 00	Main route.
85,006	41,204	126,210	60,774	1,944	7 x 8, F. F.	7	100 00	Branch.
10,716	64,739	75,455	60,413	2,025	19 x 9, F. F. C.	12	100 00	Part; residue \$150, (45.)
27,129	43,424	70,553	51,853	2,013	16.6 x 9, F. F. C.	7	100 00	
48,766	15,080	63,848	51,849	1,728	R. P. O. 40 x 10, F. F. C.	13	100 00	
9,363	41,699	51,062	51,062	1,728	14 x 7, fixtures.	12	100 00	
59,344	14,236	73,580	45,831	1,703	First-class, F. F.	7	100 00	
				1,527	12 x 8, F. F.	12	100 00	
40,135	18,506	67,641	44,970	1,499	16 x 8.6, F. F. C.	12 & 6	100 00	12 trips 7 miles. Old pay, \$125, restored by order of Nov. 18, 1887.
37,363	12,355	49,718	44,146	1,471	12 x 6.6, F. F.	14	100 00	Main route; branch, \$50, (324.)

* And extra.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route.
104	Michigan	12507	Detroit, Grand Haven	Detroit and Milwaukee	Miles.
105	New York	1095	Troy, Eagle Bridge	Troy and Boston	189
106	Louisiana	8001	Algiers, Brushear	New Orleans, Opelousas, and Great Western	23
107	New York	1109	Saratoga Springs, Castleton	Saratoga and Whitehall	60
108	Vermont	489	Brattleboro', Bellows Falls	Vermont Valley, (E. A. Birchard and J. B. Page, lessees.)	54
109	Maine	114	Portland, Bath, Augusta	Portland and Kennebec	24
110	Michigan	12502	Toledo, Detroit	Michigan South'n and North'n Indiana	73
111	Massachusetts	687	Worcester, Nashua	Worcester and Nashua	65
112	Tennessee	10004	Nashville, Chattanooga	Nashville and Chattanooga	46
113	Indiana	12105	New Albany, Mitchell	Louisville, New Albany, and Chicago	153
114	Ohio	9344 &c.	Toledo, Quincy	Toledo, Wabash, and Western	61
115	Georgia	6004	Millen, Augusta	Central Railroad and Banking	54
116	Wisconsin	13004	Milwaukee, Prairie du Chien	Milwaukee and Prairie du Chien	194
117	New York	1212	Rome, Ogdensburgh, Potsdam	Rome, Watertown, and Ogdensburgh	167
118	Illinois	11421	Danville, Centralia	Illinois Central	342
119	Kentucky	9607	Louisville, Lexington	Louisville, Frankfort, and Lexington	84
120	Missouri	10501	Kansas City, Leavenworth	Pacific, of Missouri	26
121	New York	1347	Salamanca, Corry	Atlantic and Great Western	61
122	Tennessee	10011	Memphis, Paris	Memphis and Ohio	124
123	Georgia	6010	Savannah, Macon	Central Railroad and Banking	62
124	New Jersey	2004	New York, Hackensack	Morris and Essex	19
125	New York	1236	Syracuse, Oswego	Oswego and Syracuse	35
126	Virginia	4406	Richmond, Gordonsville	Virginia Central	76
127	Kentucky	9611	Bowling Green, Clarksville	Louisville and Nashville	50
128	Pennsylvania	2327	Harrisburg, Chambersburg	Cumberland Valley	52
129	Ohio	9104	Alliance, Wellsville	Cleveland and Pittsburg	40
130	Connecticut	955	Waterbury, Providence	Hartford, Providence, and Fishkill	122
131	Pennsylvania	2771	Corry, Dayton	Atlantic and Great Western	326
132	Illinois	11404	Chicago, Davenport	Chicago, Rock Island, and Pacific	183
133	New Jersey	2102	Glassboro', Millville	Millville and Glassboro'	22
134	Connecticut	933	Middletown, Berlin Depot	Hartford and New Haven	10
135	Maine	933	Augusta, Skowhegan	Portland and Kennebec	39
136	Maryland	3306	Araby, Frederick	Baltimore and Ohio	3
137	Connecticut	927	New London, Willimantic	New London Northern	30
138	Ohio	9406	Xenia, Springfield	Little Miami	19
139	Illinois	11415	Peoria, Galesburg	Chicago, Burlington, and Quincy	54
140	Maryland	3209	Grafton, Parkersburg	Baltimore and Ohio	104
141	Virginia	4284	Winchester, Harper's Ferry	do	32
142	Vermont	477	Bennington, Rutland	Bennington and Rutland	57
143	Missouri	10502	St. Louis, Pilot Knob	St. Louis and Iron Mountain	91.1
144	Massachusetts	730	Yarmouth Port, Orleans	Cape Cod Central	19
145	New York	1004	New York, Flushing	New York and Flushing, (Wm. Foster, contractor.)	16
146	do	1159	Watertown, Cape Vincent	Rome, Watertown, and Ogdensburgh	26
147	Massachusetts	692	Sterling Junction, Fitchburg	Fitchburg and Worcester	14
148	Pennsylvania	2310	Allentown, White Haven	Lehigh Valley	54
149	Wisconsin	13003	Racine, Wis., Port Byron, Ill.	Western Union	180
150	New Jersey	2111	Millville, Cape Island	Cape May and Millville	41
151	do	2111	do	do	41
151	Pennsylvania	2615	Washington, Wheeling	Hempfield	32
153	New York	1137	Rouse's Point, Ogdensburgh	Ogdensburgh and Lake Champlain	119
154	New York	1080	Albany, Junction	Rensselaer and Saratoga	12
155	Connecticut	946	South Norwalk, Danbury	Danbury and Norwalk	24
156	New York	1011	Brooklyn, Greensport	Long Island	98
157	New York	1277	Canandaigua, Batavia	New York Central	50
158	Massachusetts	694	Fitchburg, Brattleboro'	Vermont and Massachusetts	77
159	Georgia	6003	Atlanta, West Point	Atlanta and West Point	84
160	Alabama	6601	Montgomery, West Point	Montgomery and West Point	88
161	Minnesota	13533	Winona, Owatonna	Winona and St. Peter	90
162	Mississippi	7002	Memphis, Tenn., Grenada, Miss.	Mississippi and Tennessee	100
163	Ohio	9403	Hamilton, Richmond	Cincinnati, Richmond and Chicago	48
164	Minnesota	13608	Minneapolis, Owatonna	Minnesota	72

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
59,201	14,861	74,062	43,316	1,443	16 x 9, F. F.	18 & 12	\$100 00	17 days.
29,702	11,484	41,186	39,236	1,308	7 x 14, F. F.	24	100 00	
17,199	5,143	22,342	21,758	1,280	12 x 6.4, F. F.	6	100 00	
39,670	10,973	50,643	37,348	1,244	14 x 7, fixtures.	12	100 00	
21,760	16,310	38,070	36,797	1,226	17 x 6.4, fixtures.	12	100 00	
18,409	31,901	49,610	33,463	1,115	15 x 7.6, F. F.	7	100 00	
16,497	29,924	39,421	31,337	1,045	7 x 12, F. F.	6	100 00	
30,892	18,734	49,626	28,446	949	9.6 x 6.7½, F. F.	18	100 00	
20,718	13,325	34,043	27,274	909		14	100 00	
17,161	13,369	30,530	26,324	876	6.6 x 10, F. F.	12 & 6	100 00	Part; residue \$75, (188.)
61,643	40,276	101,919	23,740	858	8 x 18, F. F.	6	100 00	
8,433	17,459	25,892	24,988	833	9.6 x 6.8, 12 x 6.8, F. F.	14	100 00	
38,814	25,499	64,313	23,568	785	9.2½ x 20, F. F. C.	12	100 00	
29,484	21,210	60,694	23,002	767	18 x 7, F. F.	18	100 00	
45,724	62,704	108,428	23,235	741	16 x 8.10, F. F. C.	12	100 00	
29,905	11,409	31,414	21,621	720	6.4 x 8.7, furniture.	12	100 00	
45,010	15,371	60,381	21,368	712		12	100 00	Part; residue \$158, (39.)
21,873	6,503	28,376	20,757	692	8 x 10.3, F. F.	6	100 00	
13,637	11,590	25,227	16,408	547	8.6 x 10, fixtures.	14	100 00	
14,968	19,417	34,385	18,320	610	9.6 x 6.8, 12 x 6.8, F. F.	14	100 00	
27,521	16,888	44,409	18,976	632	8.6 x 6.6, F. F.	*12	100 00	
13,588	6,360	22,368	16,685	556	4 x 6, fixtures.	18	100 00	
11,850	8,785	16,215	16,232	540	13.9 x 6.8, F. F.	6	100 00	Part; residue \$30, (261.)
12,058	7,024	19,082	15,250	508	9 x 12, F. F.	13	100 00	
17,501	8,136	25,637	14,089	469	8.6 x 8.6, F. F. C.	12	100 00	
10,525	8,123	18,648	12,107	403	One-third car, F. F.	42	100 00	Part; residue \$150 (50.)
20,414	21,929	42,343	10,702	356		6	100 00	
33,372	34,312	67,684	10,298	343	10.3 x 8, F. F.	6	100 00	
8,355	5,079	13,434	9,875	329	9 x 20, F. F. C.	12	100 00	Returns imperfect.
3,176	6,096	9,274	9,274	309	7 x 7, F. F. C.	12	100 00	
4,401	10,884	15,285	9,122	304	15 x 7.6, F. F.	7	100 00	
5,598	3,541	9,139	9,139	304	15 x —, F. F. C.	13	100 00	
12,092	11,196	23,290	12,759	424	6.6 x 11.6, F. F. C.	12	100 00	Part; residue \$75, (192.)
4,047	5,371	9,418	8,622	287	15.3 x 8.6, F. F. C.	24	100 00	Part; residue \$225, (8)
8,139	9,232	17,371	8,269	275	16.4 x 9, F. F.	6	100 00	
6,907	3,881	10,788	7,463	248	15 x —, F. F. C.	13	100 00	
3,970	5,632	9,622	7,440	248	do	13	100 00	
5,489	5,573	11,064	6,377	212	20 x —, fixtures.	6	100 00	
8,250	3,433	11,683	6,302	210	7.9 x 7.9, F. F.	7	100 00	4-mile branch to Po- tosi \$50.
6,945	3,668	10,613	6,289	210	6 x 11, F. F.	12	100 00	
3,523	2,662	6,185	5,740	191	Baggage apartment.	12	100 00	
		6,624	4,912	164	18 x 7, F. F.	12	100 00	Returns imperfect.
4,151	2,179	6,330	4,805	160		12	100 00	
8,530	7,995	16,525	4,295	143	6.6 x 10, F. F.	6	100 00	
14,813	10,436	25,249	3,670	123	10 x 15, F. F.	12	100 00	
2,921	1,667	4,588	2,508	86	7.9 x 6.8, F. F. C.	6	100 00	In April.
4,553	3,114	7,667	5,479	182	7.9 x 6.8, F. F. C.	6	100 00	In August.
1,630	2,524	4,154	2,146	71	6 x 3.6, F. F.	6	100 00	
15,738	11,866	27,604	10,939	361	12 x 7, F. F.	12	90 00	
16,617	8,132	24,749	21,951	732	Baggage car.	12	85 75	
4,914	2,482	7,396	4,846	161	11 x 8, F. F.	12	85 11	
15,162	7,620	22,782	12,901	430	8 x —, 9 x —, F. F.	12	83 93	
2,644	3,257	5,901	3,247	108	15 x 9, F. F.	12	83 00	Part; residue \$41 50, (340.)
23,283	31,299	54,580	12,672	423	14 x —	*12	77 17	
46,905	17,773	64,678	61,429	2,048	11.9 x 6.6, fixtures.	7	75 00	
22,681	40,319	63,000	59,855	1,994	15 x 8, F. F.	7	75 00	Main route. Branch, \$50, (233.)
45,190	20,503	65,693	56,871	1,895	9 x 15, 9 x 17, F. F.	6	75 00	
27,109	18,500	45,609	45,609	1,520	12 x 6.6, F. F.	6	75 00	
35,931	8,960	44,891	42,191	1,406	9 x 10, fixtures.	12	75 00	
12,991	34,518	53,509	41,338	1,378	7 x 8.10, F. F.	6	75 00	

* And extra.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini:	Corporate title of company carrying the mail.	Length of route.
165	Tennessee	10007	Nashville, Decatur	Nashville and Decatur	12.0
166	Ohio	9052	Pittsburg, Belair	Cleveland and Pittsburg	12.0
167	Pennsylvania	2777a	Newcastle, Homewood	Newcastle and Beaver Valley	12.0
168	New York	1235	Syracuse, Binghamton	Syracuse and Binghamton	12.0
169	Iowa	11069	Burlington, Ottumwa & beyond	Burlington and Missouri River	12.0
170	Arkansas	7504	Duval's Bluff, Little Rock	Memphis and Little Rock	12.0
171	South Carolina	5604	Charleston, Florence	Northeastern	12.0
172	Michigan	12510	Holly, Flint	Flint and Holly	12.0
173	Mississippi	7004	Vicksburg, Meridian	Southern Mississippi	12.0
174	Virginia	4407	Richmond, Va, Greensboro', N. Carolina	Richmond and Danville	12.0
175	Minnesota	13621	St. Paul, St. Anthony	Saint Paul and Pacific	11.0
176	Wisconsin	13006	Milwaukee, Portage City	Milwaukee and Minnesota	11.0
177	Indiana	12132	Evansville, Terre Haute	Evansville and Crawfordville	11.0
178	New York	1086	Albany, Sidney Plains	Albany and Susquehanna	11.0
179	Georgia	6012	Macon, Atlanta	Macon and Western	11.0
180	Pennsylvania	2410	Great Bend, New Hampton	Delaware, Lackawanna, & Western	11.0
181	New Jersey	2062	Trenton, intersection Delaware, Lackawanna, and Western Railroad.	Belvidere Delaware	11.0
182	Illinois	11419	Jacksonville, Godfrey	St. Louis, Jacksonville, and Chicago	10.0
183	Pennsylvania	2364	Scranton, Northumberland	Lackawanna and Bloomsburg	10.0
184	New York	1278	Elmira, Canandaigua	Northern Central	10.0
185	North Carolina	5005	Goldsboro', Charlotte	North Carolina	10.0
186	Iowa	11011	Keokuk, Des Moines	Des Moines Valley, (Kilburn, Leighton, & Co., lessees.)	10.0
187	Michigan	12511	Saginaw, Flint	Flint and Pere Marquette	10.0
188	Indiana	12105	Mitchell, Michigan City	Louisville, New Albany, and Chicago	10.0
189	Pennsylvania	2777	Miles Grove, Newcastle	Erie and Pittsburg	10.0
190	Georgia	6009	Savannah, Thomasville	Atlantic and Gulf	10.0
191	do	6009	Lawton, Live Oak	do do	10.0
192	Connecticut	927	Willimantic, Palmer	New London Northern	10.0
193	South Carolina	5607	Columbia, Greenville C. H.	Greenville and Columbia	10.0
194	Connecticut	943	Bridgeport, Winsted	Naugatuck	10.0
195	Michigan	12563	Jackson, Lansing	Jackson, Lansing, and Saginaw	10.0
196	Illinois	11409	Caledonia Station, Madison	Chicago and Northwestern	10.0
197	Massachusetts	725	Pittsfield, North Adams	Pittsfield and North Adams	10.0
198	Kentucky	9610	Lebanon Junction, Crab Orchard	Louisville and Nashville	10.0
199	Connecticut	939	Granby, Northampton	New Haven and Northampton	10.0
200	Ohio	9470	Dayton, Richmond	Little Miami, Columbus, and Xenia	10.0
201	Virginia	4415	Portsmouth, Weldon	Seaboard and Roanoke	10.0
202	Alabama	6607	Selma, Ala., Meridian, Miss	Selma and Meridian	10.0
203	Minnesota	13606	St. Paul, Belle Plaine	Minnesota Valley	10.0
204	New York	1094	Troy, Schenectady	New York Central	10.0
205	Massachusetts	657	Braintree Depot, Cohasset	South Shore	10.0
206	Georgia	6013	Milledgeville, Gordon	Central Railroad and Banking	10.0
207	Ohio	9378	Dayton, Union City	Dayton and Union	10.0
208	New York	1104	Eagle Bridge, North Adams	Troy and Boston	10.0
209	Massachusetts	640a	Northboro', Pratt's Station	Agricultural Branch	10.0
210	New Jersey	2071	Jamesburg, Freehold	Freehold & Jamesburg Agricultural	10.0
211	Massachusetts	637	Groton Junction, Mason Village	Fitchburg	10.0
212	Massachusetts	679	Taunton, Middleboro'	Middleboro' and Taunton	10.0
213	Delaware	3101	Dover, Jacksonville	Philadelphia, Wilmington, and Baltimore	10.0
214	New York	1321	Buffalo, Corning	Erie	10.0
	Do	1321	Buffalo, Attica	do	10.0
	Do	1331	Attica, Corning	do	10.0
215	Connecticut	944	Bridgeport, State line, Pittsfield	Housatonic	10.0
216	New York	1324	Attica, Hornellsville	Erie	10.0
217	Massachusetts	635	South Acton Depot, Hudson	Fitchburg	10.0
218	Maine	116	Portland, Bar Mills	York and Cumberland	10.0
219	Rhode Island	803	Providence, Bristol	Providence, Warren, and Bristol	10.0
220	Massachusetts	700	Palmer, Amherst	New London Northern	10.0
221	Massachusetts	632	Porter Station, Lexington	Lexington and West Cambridge	10.0
222	New York	1320	Suspension Bridge, Detroit	Great Western, of Canada	10.0
223	Tennessee	10902	Cleveland, Dalton	East Tennessee and Georgia	10.0

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Returning.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
30, 549	10, 445	40, 994	34, 282	1, 142	12 x 6.2, F. F. C.	13	\$75 00	
30, 401	16, 239	46, 640	30, 789	1, 026	One-third car, F. F.	42	75 00	
15, 361	7, 452	22, 813	21, 777	725	21.4 x 8.10	15	75 00	
15, 926	15, 261	31, 187	21, 244	708		12	75 00	
31, 283	11, 101	42, 384	21, 012	700	6.6 x 15	6	75 00	
16, 620	4, 379	20, 999	20, 515	683	6 x 8, F. F.	7	75 00	
9, 375	11, 384	20, 759	19, 659	655	8 x 8, F. F.	7	75 00	
13, 787	5, 500	19, 287	18, 573	619	6.10 x 8.8, F. F. C.	12	75 00	Estimated.
13, 957	19, 035	32, 992	18, 039	601	8 x 10, F. F.	6	75 00	
17, 266	9, 895	27, 161	17, 833	594	6.2½ x 16.1, F. F. C.	6	75 00	
11, 155	5, 470	16, 625	16, 625	554	9 x 12, F. F.	12	75 00	Part; residue \$50, (251.)
24, 742	8, 108	32, 850	15, 884	529	8 x 15, F. F. C.	6	75 00	
10, 055	20, 105	30, 160	15, 109	503	11.6 x 7, F. F.	6	75 00	Part; residue \$50, (279.)
21, 715	10, 839	32, 554	14, 506	483	8 x 10, fixtures	12	75 00	
7, 030	9, 716	16, 746	13, 909	463	6 x 5, F. F.	12	75 00	
11, 230	24, 194	35, 424	13, 477	449	9 x 7.6, F. F. C.	6	75 00	
17, 778	7, 875	25, 653	13, 279	442	6 x 10, F. F. C.	6	75 00	
9, 920	8, 258	18, 178	13, 121	437	8 x 12, F. F.	6	75 00	
11, 564	12, 741	24, 305	12, 955	432	10 x 14, fixtures	12 & 6	75 00	
13, 206	10, 139	23, 345	12, 769	425	11.6 x 8.9	12	75 00	
21, 674	11, 593	33, 267	12, 635	421	7 x 14, F. F.	7	75 00	
18, 956	10, 527	29, 483	11, 988	399	8 x 10, F. F. C.	12	75 00	
4, 187	9, 969	14, 156	11, 502	383	9.7 x 9.7, F. F.	12	75 00	
25, 086	16, 960	42, 046	10, 990	366	6.6 x 10, F. F.	12 & 6	75 00	Part; residue \$100, (113.)
9, 547	14, 538	24, 085	10, 429	347	15 x 5, F. F.	6	75 00	
11, 092	4, 054	15, 146	9, 786	326	6.6 x 14, F. F.	6	75 00	Main route.
8, 923	2, 679	11, 602	11, 602	386	6.6 x 14, F. F.	6	75 00	Branch.
5, 302	5, 288	10, 590	5, 381	179	6.6 x 11.6, F. F. C.	6	75 00	Part; residue \$100, (137.)
9, 375	5, 000	14, 375	7, 317	244	10 x 6, F. F.	6	75 00	Branches \$30, (351, 356.)
9, 066	8, 016	17, 082	7, 238	241	7 x 10.4, F. F.	12	75 00	
4, 997	5, 372	10, 369	6, 936	231		12	75 00	
5, 757	4, 582	10, 339	6, 919	230	10.6 x 9, F. F.	6	75 00	
4, 962	3, 782	8, 744	6, 539	218		6	75 00	
8, 650	5, 311	13, 961	5, 691	189	7 x 10, 7 x 11, F. F.	6	75 00	
3, 246	3, 267	6, 513	5, 422	180	10.7 x 6.9, F. F.	*6	75 00	
3, 761	1, 462	5, 223	3, 933	131	Baggage car.	6	75 00	
3, 145	3, 224	6, 369	3, 808	127	5.6 x 3, P. F.	6	75 00	
9, 033	7, 127	16, 160	5, 671	189	8 x 12, 8 x 14, F. F.	7	75 00	Main route, branch \$50, (277.)
		15, 390			8 x 10, F. F.	12	75 00	Returns imperfect.
		7, 591			15 x 9, F. F. C.	*12	75 00	Do. do.
3, 654	2, 008	5, 662	3, 732	124	Box in baggage car, 50 cubic feet.	6, 12	75 00	6 trips 8 months, 12 trips 4 months.
1, 879	1, 701	3, 580	3, 580	119	9.6 x 6.8, 12 x 6.8, F. F.	7	75 00	
3, 530	2, 879	6, 409	3, 027	101	10 x 6.2, F. F.	6	75 00	
3, 453	2, 938	6, 391	3, 088	103	7 x 14, F. F.	6	75 00	
436	773	1, 209	1, 209	40		12	75 00	
1, 878	1, 244	3, 052	2, 845	95	Box in baggage car.	6	69 09	
4, 367	2, 316	6, 683	5, 014	167	Baggage car.	6	65 22	
975	678	1, 653	1, 387	46		18	63 16	
18, 978	8, 913	27, 891	15, 661	522	22 x 6, F. F.	12	62 50	Part; residue \$125, (70.)
44, 718	75, 953	120, 671	34, 442	1, 324	26 x 11, 42.4 x 11, 20 x 11, F. F. C.	24 & 12	60 00	26 days, estimated. Returns imperfect.
33, 684	66, 349	100, 033	98, 655	3, 794	26 x 11, 42.4 x 11, F. F. C.	24	60 00	Part to Attica, 26 days.
16, 518	19, 171	35, 689	16, 509	634	20 x 11, F. F. C.	12	60 00	Part beyond Attica, 26 days.
17, 356	10, 159	27, 515	12, 115	404		*6	59 39	
5, 725	4, 960	10, 685	3, 806	146	26 x 11, 42.4 x 11, F. F. C., and bag catcher.	12	56 67	26 days.
1, 671	1, 042	2, 719	2, 234	74	Baggage car.	12	55 56	
7, 755	3, 213	10, 968	5, 942	197	Baggage car.	12	55 55	
2, 777	1, 661	4, 433	4, 433	147		6	55 16	
3, 297	2, 383	5, 678	4, 425	147	6 x 10.6	6	53 00	
2, 076	1, 412	3, 488	2, 405	80		12	51 12	
167, 900	26, 757	194, 657	194, 657	6, 488	Baggage car, locked.	18	50 00	
28, 312	8, 728	37, 040	37, 040	1, 234	22 x —	*7	50 00	Branch, main route \$100, (83.)

* And extra.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.
224	Pennsylvania..	2483	Williamsport, Ridgeway	Pennsylvania, (lessees Philadelphia and Erie.)	128.9
225	do	2773	Erie, Ridgeway	do	116
226	Iowa	11007	Davenport, Muscatine, Newton	Chicago, Rock Island, and Pacific	157
227	Illinois	11412	Bureau Junction, Peoria	do	6
228	Pennsylvania..	2233	Philadelphia, West Chester	West Chester and Philadelphia	24
229	North Carolina..	5303	Raleigh, Weldon	Raleigh and Gaston	57
230	Indiana	12062	Kokomo, Peru	Indianapolis and Peru	36
231	South Carolina..	5836	Columbia, Charlotte, N. C.	Charlotte and South Carolina	110
232	Michigan	12503	Monroe, Adrian	Michigan So. and Nor. Indiana	34
233	Alabama	6601	Opelika, Columbus	Montgomery and West Point	28
234	Pennsylvania..	2760	Meadville, Oil City	Atlantic and Great Western	2
235	Ohio	9103	Cleveland, Youngstown	do	57
236	do	9105	Cleveland, Sandusky	Cleveland and Toledo	61
237	Pennsylvania..	2770	Corry, Petroleum Centre	Oil Creek	1
238	Wisconsin	13009	Horicon, Berlin	Milwaukee and St. Paul	42
239	New York	1206	Utica, Boonville	Utica and Black River	25
240	Georgia	6011	Macon, Columbus	Southwestern and Muscogee Co's	100
241	New York	1323	Buffalo, Lewiston	New York Central	29
242	Illinois	11425	Clayton, Keokuk	Toledo, Wabash and Western	44
243	Pennsylvania..	2541	Hanover Junction, Hanover	Hanover Branch	21
244	Georgia	6015	Fort Valley, Albany	Southwestern	71
245	Massachusetts..	619	Salem, Gloucester	Eastern	15
246	Maine	19	Farmington, Brunswick	Androscoggin	54
247	Iowa	11005	Farley, Cedar Rapids	Dubuque Southwestern	33.5
248	New York	1286	Avon, Mount Morris	Buffalo, New York, and Erie, (G. W. Phelps, contractor.)	16
249	Pennsylvania..	2644	Branch Junction, Indiana	Pennsylvania	20
250	do	2587	Altoona, Hollidaysburg	do	10
251	Minnesota	13621	Saint Anthony, Saint Cloud	Saint Paul and Pacific	17
252	Pennsylvania..	2542	Hanover, Gettysburg	Gettysburg	13
253	Ohio	9345	Toledo, Elkhart	Michigan So. and Nor. Indiana	21
254	Pennsylvania..	2583a	Tyrone, Phillipsburg	Pennsylvania, (lessees Tyrone and Clearfield.)	46
255	Indiana	12004	Columbus, Madison	Jeffersonville, Madison, and Indianapolis	15
256	Massachusetts..	640	South Framingham, Northboro'	Boston and Worcester	123
257	Virginia	4414	Petersburg, Lynchburg	South Side	51
258	Pennsylvania..	2576	Huntingdon, Mount Dallas, Broad Top	Huntingdon and Broad Top Mountain	214
259	do	2372	Wilkesbarre, White Haven	Lehigh and Susquehanna	4
260	Georgia	6006	Union Point, Athens	Georgia	119
261	Virginia	4406	Gordonsville, Selma	Virginia Central	61
262	Pennsylvania..	2818	Blairsville, Alleghany	Pennsylvania, (lessees Western Pennsylvania.)	2
263	do	2345	Tamaqua, Ashland	Philadelphia and Reading	5
264	Wisconsin	13011	Warren, Mineral Point	Mineral Point	32.5
265	Massachusetts..	606	Boston, Woonsocket Falls	Boston and Worcester	34
266	Pennsylvania..	2235	Lenni Mills, Oxford	Philadelphia and Baltimore Central	54
267	New Jersey	2002	New York, Piermont	Northern, of New Jersey	2
268	Ohio	9401	Hamilton, Cambridge City	Cincinnati and Indianapolis Junction	1
269	Indiana	12228	State Line, Logansport	Toledo, Logansport, and Burlington	16.5
270	Illinois	11417	Lewistown, Yates City	Chicago, Burlington, and Quincy	71.6
271	New Jersey	2105	Elmer, Salem	Portland and Oxford Centre	1
272	Maine	161	Mechanics' Falls, East Sumner	Peoria, Pekin, and Jacksonville	5
273	Illinois	11416	Peoria, Virginia	Atlantic and North Carolina	6
274	North Carolina..	5006	Goldboro', Morehead City	Southwestern	12
275	Georgia	6015	Renwick, Euftaula	Selma and Meridian	11
276	Massachusetts..	641	South Framingham, Milford	Boston and Providence	21
277	Alabama	6607	Uniontown, Newbern	Evansville and Crawfordsville	17
278	Massachusetts..	617	Boston, Dedham	Delaware and Hudson Canal	28
279	Indiana	12132	Terre Haute, Rockville	Great Falls and Conway	61
280	Pennsylvania..	2365	Scranton, Carbondale	Camden and Atlantic	
281	N. Hampshire ..	310	Brook's Crossings, Union		
282	New Jersey	2098	Camden, Atlantic City		

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Returning.	Total.	30 days, total.	Per day, total.				
Pds.	Pds.	Pds.	Pds.	Pds.	Feet and inches.			
22,002	10,715	32,717	29,270	675	8 x 10, fixtures	18	\$50 00	
18,869	27,177	39,046	16,806	560	.....do	18	50 00	
		30,275			9 x 20, F. F. C.	6	50 00	Returns imperfect.
		22,080			.....do	6	50 00	Do.
11,662	8,935	20,597	15,321	517	6 x 6	18	50 00	
7,243	18,052	25,295	20,507	512	13 x 6, F. F.	6	50 00	40 days.
12,068	4,682	16,650	14,862	495	8 x 12, F. F.	6	50 00	Part; residue \$100, (93.)
8,149	10,631	18,780	14,796	493	8 x 16, F. F.	6	50 00	
13,017	2,875	15,892	14,766	493	7 x 12, F. F.	6	50 00	
8,843	5,800	14,643	14,150	472	15 x 8, F. F.	7	50 00	Branch; main route \$75, (160.)
9,949	5,786	15,735	12,332	410	10.3 x 8, F. F.	6	50 00	
14,085	3,198	17,283	11,501	383	6.1 x 10.3, F. F.	6	50 00	
11,266	3,584	14,850	10,954	363	14 x 8, F. F.	6	50 00	
8,519	6,167	14,686	10,057	335	8 x 10, F. F.	12	50 00	
10,441	3,677	14,118	9,903	330		6	50 00	
10,059	4,660	14,719	9,811	327	Room in baggage car; chairs.	6	50 00	
14,056	8,410	22,466	9,400	313	7 x 10, F. F.	6	50 00	
		19,666			Baggage car	12	50 00	Returns imperfect.
9,784	4,272	14,056	9,323	311		6	50 00	
5,876	3,371	9,247	8,698	289	13 x 7.6, F. F.	12 & 6	50 00	12 trips main stem; 6 trips branch to Littleton.
12,494	3,640	16,134	8,625	287	7 x 10, F. F.	6	50 00	Main route; branch \$50, (275.)
4,925	3,686	8,611	7,364	245	Baggage car	6	50 00	
5,453	7,713	13,166	6,999	233	11.6 x 7, F. F.	6	50 00	
6,043	6,295	12,338	6,987	233	8 x 10, F. F.	6	50 00	
5,986	2,842	8,828	6,749	225		18	50 00	
6,635	3,889	10,524	6,603	223	Baggage car	7	50 00	
3,711	2,625	6,336	6,158	205	.....do	7	50 00	
6,075	3,137	9,212	5,955	198	9 x 12, F. F.	12	50 00	Part; residue \$75, (175.)
4,352	2,803	7,155	5,890	196	One-third car, F. F.	12	50 00	
7,561	9,243	16,799	5,822	194	9 x 13, F. F.	6	50 00	
4,198	2,369	6,567	5,801	193	11 x 8, F. F.	6	50 00	
7,422	3,327	10,749	5,816	193	11 x 6.6	6	50 00	
5,518	3,071	8,589	5,717	190	Baggage car	12	50 00	
6,147	4,815	10,962	5,640	188	7 x 8, F. F.	6	50 00	
4,890	3,449	8,339	5,623	187	Baggage express car	6	50 00	
1,320	4,298	5,618	5,618	187		6	50 00	
3,689	2,782	6,471	5,456	181		7	50 00	
11,924	5,914	17,838	5,405	180	15.9 x 6.8, F. F.	6	50 00	Part; residue \$100, (126.)
4,530	8,630	12,560	5,411	180	11 x 8, F. F.	6	50 00	
4,765	3,007	7,772	5,370	179	Baggage car	6	50 00	
4,646	2,275	6,921	5,242	175	3 x 7	6	50 00	
7,024	4,189	11,213	5,218	173	Baggage car	12	50 00	
5,959	2,207	8,166	5,199	173	6 x 8	18	50 00	
3,279	1,721	5,000	5,000	168	6.6 x 7.4, F. F. C.	6	50 00	
6,188	4,460	10,648	4,965	165	7 x 9, fixtures	6	50 00	
3,811	4,546	8,357	4,618	154	9 x 19, F. F.	6	50 00	
2,142	6,032	8,174	4,510	150	10.9 x 8.9, F. F.	6	50 00	
3,900	2,212	6,112	4,443	148	10.8 x 6.5, F. F. C.	12	50 00	
		4,396	4,396	146	Postal car, 96 sq. ft., fur.	6	50 00	Returns imperfect.
6,467	2,927	9,394	4,305	143	9 x 9, F. F. C.	6	50 00	
4,870	2,832	6,702	4,059	135	7 x 10, F. F.	7	50 00	
4,707	1,994	6,701	4,012	134	.....do	6	50 00	Branch; main route \$50, (244.)
3,206	1,826	5,032	3,965	132	Baggage car	12	50 00	
2,616	1,197	3,813	3,813	127	8 x 12, 8 x 14, F. F.	7	50 00	Branch; main route \$75, (202.)
1,660	2,147	3,807	3,807	126	11 x 7, F. F. C.	12	50 00	
3,406	1,352	4,758	3,773	126	11.6 x 7, F. F.	6	50 00	Part; residue \$75, (177)
3,282	1,698	4,980	3,734	124		12	50 00	
3,745	2,599	6,344	3,742	124	Baggage car	6	50 00	
5,473	3,479	8,952	3,658	122	7 x 9, F. F.	6 & 7	50 00	6 trips 9 months, 7 trips 3 months.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Terrain.	Corporate title of company carrying the mail.	Length of route. Miles.
283	Pennsylvania..	2456	Fall Brook, Corning	Tioga	47
284	do	2456	Blonburg, Morris Run	do	4
285	New Jersey ..	2089	Burlington, Pemberton	Burlington County	14
286	Michigan	12504	Adrian, Jackson	Michigan So. and Nor. Indiana ..	46
287	Pennsylvania..	2817	Tyrone, Lockhaven	Pennsylvania	56
288	Michigan	12505	White Pigeon, Kalamazoo	White Pigeon and Kalamazoo ..	41
289	Minnesota ..	13659	La Crosse, Rushford	Southern Minnesota	33
290	Virginia	4416	Norfolk, Petersburg	Norfolk and Petersburg	81 1/2
291	do	4404	Alexandria, Leesburg	Alexandria, Loudon, and Hampshire ..	38.63
292	Massachusetts.	620	Salem, Marblehead	Eastern	4
293	Pennsylvania..	2831	Irvine, Oil City	Warren and Franklin	51
294	New York	1067	Hudson, West Stockbridge	Hudson and Boston	35
295	Massachusetts.	707	South Vernon Junction, Keene ..	Cheahire	24
296	New York	1091	Schenectady, Ballston	Rensselaer and Saratoga	16
297	Pennsylvania..	2624	Pittsburg, Uniontown	Pittsburg and Connellsville	73
298	New Jersey ..	3008	New York, Jackson, with branch ..	Raritan and Delaware Bay	78 1/2
299	Iowa	11008	Muscatine, Washington	Chicago, Rock Island, and Pacific ..	37.77
300	New Jersey ..	2056	Lambertsville, Flemington	Belvidere Delaware	12.13
301	do	2003	New York, Hackensack	Hackensack and New York	15
302	Virginia	4401	Warrenton Junction, Warrenton ..	Orange and Alexandria	9
303	Pennsylvania..	2748	Alton, Carrollton	Erie	24.85
304	do	2770a	Petroleum Centre, Oil City	Farmers'	7.74
305	Delaware	3117	Harrington, Milford	Junction and Breakwater	9
306	Pennsylvania..	2554	Chambersburg, Hagerstown	Cumberland Valley	22
307	Massachusetts.	616	Boston, West Lynn Depot	Eastern	10
308	Pennsylvania..	2347	Sunbury, Mount Carmel	Northern Central	28
309	Illinois	11418	Petersburg, Jacksonville	St. Louis, Jacksonville, and Chicago ..	22 1/2
310	Massachusetts.	708	Chicopee, Chicopee Falls	Connecticut River	2
311	Illinois	11408	Elgin, Richmond	Chicago and Northwestern	33
312	Pennsylvania..	2388	Penn Haven, Audenried	Lehigh Valley	17
313	Illinois	11426	Hamilton, Warsaw	Mississippi and Wabash	7
314	Wisconsin ..	13002	Kenosha, Rockford	Chicago and Northwestern	73.32
315	Pennsylvania..	2535	York, Columbia	Northern Central	13
316	Kentucky	9609	Junction, Bardstown	Louisville and Nashville	17
317	Massachusetts.	605a	Grafton, Milbury	Boston and Worcester	4.20
318	Pennsylvania..	2782	Columbia, Sluiking Spring	Reading and Columbia	39
319	do	2328	Harrisburg, Auburn	Schuylkill and Susquehanna	59
320	New York	1322	Buffalo, Lockport	New York Central	22
321	do	1303	Batavia, Attica	do	11
322	Virginia	4413	Petersburg, City Point	South Side	12
323	Georgia	6014	Milledgeville, Eatonton	Central Railroad and Banking	21
324	do	6001	Camak, Mayfield	Georgia	12 1/2
325	Massachusetts.	639	Natick, Saxtonville	Boston and Worcester	4
326	do	638	Auburndale, Newton Lower Falls ..	do	2
327	Pennsylvania..	2832	Penn Haven, Mount Carmel	Lehigh Valley	40
328	Illinois	11413	Joliet, Lake Station	Michigan Central	45
329	Georgia	6005	Washington, Double Wells	Georgia	19
330	Pennsylvania..	2268	Strasburg, Leaman Place	Herr, Breneman & Co	4 1/2
331	do	2257	Lancaster, Middletown	Pennsylvania	32 1/2
332	New Jersey ..	2028	Waterloo, Newton	Sussex	12
333	New York	1283	Rochester, Avon	Erie	18
334	New Jersey ..	2124	Somerville, Flemington	Central, of New Jersey, (branches of South Branch)	16.16
335	New York	1387	Owego, Ithaca	Delaware, Lackawanna, and Western ..	33
336	do	1028	Suffern, Piermont	Erie	18
337	Ohio	9125	Bayard, New Philadelphia	Cleveland and Pittsburg	32
338	do	9171	Springfield, Delaware	Cleveland, Columbus, and Cincinnati ..	50
339	New York	1035	Newburgh, Chester	Erie	19
340	do	1277	Batavia, Niagara Falls	New York Central	47
341	Michigan	12509	Owasso, Lansing	Jackson, Lansing, and Saginaw	28
342	Wisconsin ..	13007	Milton, Monroe	Milwaukee and Prairie du Chien	42 1/2
343	do	13010	Nepeuskun, Omro	Milwaukee and St. Paul	10 1/2
344	do	13008	Watertown, Sun Prairie	do	25
345	Indiana	12049	Rushville, Columbus	Jeffersonville, Madison, and Indianapolis ..	46
346	Ohio	9351	Frémont, Finley	Lake Erie and Louisville	37
347	do	9129	Oneida Mills, Carrollton	Oneida and Carrollton	12

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Returning.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
2,821	5,651	8,472	3,674	122	8 x 11, F. F.	12	\$50 00	Main route.
174	344	518	518	17	.....do	12	50 00	Branch.
2,733	2,268	5,001	3,569	119	.....	12	50 00	
2,322	4,458	6,780	3,498	116	7 x 12, F. F.	6	50 00	
4,484	2,765	7,249	3,437	114	11 x 8, F. F.	6	50 00	
7,950	7,200	15,150	3,409	113	Baggage car, 10 x 7.	12 & 6	50 00	
3,333	1,863	5,196	3,373	112	Baggage car, fixtures.	6	50 00	
2,940	2,630	4,890	3,132	104	7.8 x 7.2, part furniture.	6	50 00	
2,251	1,763	4,014	2,604	100	.....	6	50 00	26 days.
506	2,385	2,891	2,891	96	Baggage car	6	50 00	
3,237	2,773	6,010	2,807	93	8 x 10, F. F.	6	50 00	
3,385	2,317	5,702	2,817	93	.....	12	50 00	
2,218	3,865	6,103	2,759	92	9.4 x 6.4, F. F.	6	50 00	
1,883	1,309	3,092	2,729	91	Baggage car	12	50 00	
		15,675			8 x 12, fixtures	6	50 00	Returns imperfect.
8,569	5,540	14,109	2,701	90	6.6 x 6.6, fixtures	6	50 00	
		5,583			9 x 2, F. F. C.	6	50 00	Returns imperfect.
1,573	1,958	3,531	2,678	89	In charge of conductor	6	50 00	
1,487	1,066	2,553	2,553	85	.....	12	50 00	
1,434	896	2,330	2,330	77	.....	14	50 00	Branch; main route \$100, (82.)
1,109	1,662	2,771	1,995	77	Baggage car	6	50 00	26 days.
1,584	1,728	3,312	2,292	76	One-third car, part furniture.	6	50 00	
618	949	1,567	1,567	68	.....	6	50 00	23 days.
2,438	1,316	3,754	2,018	67	8.6 x 8.6, F. F. C.	12	50 00	
1,341	1,169	2,510	2,026	67	Baggage car	12	50 00	
2,006	1,193	3,199	1,966	65	11.6 x 8.9, F. F.	6	50 00	
1,075	1,662	2,737	1,819	60	Apartment in baggage car, locked.	6	50 00	
504	1,039	1,543	1,543	59	.....	18	50 00	26 days.
2,651	861	3,512	1,633	54	10.6 x 9, F. F.	6	50 00	
2,353	1,590	3,945	1,580	52	6 x 7, F. F.	6	50 00	
1,183	357	1,540	1,540	51	.....	6	50 00	
2,796	1,879	4,675	1,399	46	10.6 x 9, F. F.	6	50 00	
918	571	1,489	1,364	45	11.6 x 8.9, F. F.	6	50 00	
1,078	588	1,666	1,335	45	Baggage car	6	50 00	
826	456	1,282	1,282	42	.....do	12	50 00	
1,519	1,598	3,117	1,229	41	6.2 x 16.4, F. F.	6	50 00	
1,451	1,444	2,895	1,235	41	Baggage car	6 & 12	50 00	
		2,588			.....do	12	50 00	Returns imperfect.
		2,474			.....do	6	50 00	Do.
600	600	1,200	1,200	40	.....do	12	50 00	
362	778	1,140	1,140	38	9.6 x 6.8, 12 x 6.8, F. F.	7	50 00	
1,088	396	1,484	1,064	35	12 x 6.6, F. F.	7	50 00	Branch, main route \$100, (103.)
607	405	1,012	1,012	33	Baggage car	12	50 00	
482	344	826	826	27	.....do	12	50 00	
1,046	885	1,931	609	20	6 x 8, F. F.	6	50 00	
1,100	1,277	2,377	569	19	8.6 x 6, F. F.	12	50 00	
205	188	393	364	12	.....	7	50 00	
363	640	1,005	1,005	33	.....	6	47 77	
8,258	10,378	18,637	13,913	464	11 x 8, F. F.	6	45 84	
1,701	2,033	3,734	3,734	124	.....	12	45 83	
8,069	3,581	11,660	11,052	425	Baggage car	12	44 44	26 days.
		2,810			.....do	6	43 00	Returns imperfect.
10,384	4,259	14,653	12,341	411	6.6 x 7.4, F. F.	12	42 88	
1,680	1,721	3,411	3,411	113	6.6 x 7.4, F. F. C.	6	42 88	
5,428	3,829	9,255	5,386	179	One-third car, F. F.	6	42 87	
3,587	3,849	7,436	4,564	152	18 x 8.6, F. F.	6	42 86	
2,327	2,700	5,027	3,578	137	Baggage car	6 & 12	42 84	6 trips west, 12 east, 26 days.
1,332	1,718	3,050	1,869	63	15 x 9, F. F.	12	41 50	Part; residue \$83, (157.)
2,280	3,034	5,314	4,748	158	.....	6	40 00	Mail car to be put on.
5,936	2,599	8,535	4,065	135	.....	6	40 00	
2,250	874	3,124	3,124	104	.....	6	40 00	
2,278	1,836	4,114	2,629	88	.....	6	40 00	
2,487	3,569	6,056	2,397	79	Baggage car	6	40 00	
4,425	3,278	7,703	3,327	110	5 x 8	6	35 00	
1,995	570	2,565	2,455	81	Box in passenger car	6	33 33	

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mails.	Length of route.
					Miles.
348	North Carolina	5007	Salisbury, Morganton	Western North Carolina	78
349	Ohio	9101	Hudson, Millersburg	Cleveland, Zanesville, and Cincinnati	62
350	Georgia	6008	Kingston, Rome	Rome	19
351	South Carolina	5607	Belton, Anderson C. H.	Greenville and Columbia	10
352	do	5609	Alston, Spartanburg C. H.	Spartanburg and Union	70
353	do	5603	Florence, Cheraw	Cheraw and Darlington	40
354	North Carolina	5254	Wilmington, Wadesboro'	Wilmington, Charlotte, and Rutherfordton	138
355	Indiana	2302	Plymouth, La Porte	Chicago, Cincinnati, and Louisville	30
356	South Carolina	5637	Hodges, Abbeville	Greenville and Columbia	11
357	Pennsylvania	2236	Philadelphia, Norristown	Phila., Germantown, and Norristown	17
358	do	2216	Bridgeport, Downingtown	Philadelphia and Reading	22
359	Kentucky	9605	Ashland, Coalton	Lexington and Big Sandy	12
360	Georgia	6209	Macon, Hawkinsville	Macon and Brunswick	50
361	Pennsylvania	2830	Shawmut, Shawmut Junction	Pennsylvania Canal Coal and R. R.	12

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or appointment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
7,410	2,003	9,413	6,012	260	6 x 12, F. F.	3	\$30 00	
8,600	5,222	13,822	5,973	199	9 x 6.6, F. F.	6	30 00	
3,510	2,378	5,788	5,788	193	Closet, 5 x 6 x 3	7	30 00	
2,589	968	3,557	3,557	118	.....	6	30 00	Branch; main route \$75, (193.)
2,870	1,329	4,199	3,340	111	9 x 5.7, 6.6 x 5.11, F. F. ..	3	30 00	
2,675	1,397	4,072	2,193	73	6 x 8, fixtures	7	30 00	
1,175	375	1,550	1,550	51	.....	3	30 00	
603	487	1,090	639	21	Baggage car	6	30 00	
187	222	409	409	14	.....	6	30 00	Do.
2,296	1,211	3,507	3,185	106	Recess in passenger car ..	6	29 41	
1,062	681	1,743	755	25	.....	6	45 00	
633	205	838	838	26	Closet and desk in pas- senger car.	6	21 00	
1,546	1,588	3,134	3,134	116	.....	6	20 00	27 days.
109	89	198	198	6	In charge of engineer...	6	8 33	

GEORGE WILLIAM McLELLAN,
Second Assistant Postmaster General.

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Agricultural Branch	209	640a	Cleveland and Toledo	23	9243
Albany and Susquehanna	178	1186	Do	236	9105
Alexandria, Loudon, and Hampshire	291	4404	Cleveland, Columbus, and Cincinnati	13	9197
Androscoggin	246	19	Do	338	9171
Annapolis and Elkridge	63	3237	Cleveland, Painesville, and Ashtabula	10	9135
Atlanta and West Point	159	6003	Cleveland, Zanesville, and Cincinnati	349	9101
Atlantic and Great Western	121	1347	Columbus and Indianapolis Central	19	9292
Do	234	2760	Columbus and Xenia	9	9231
Do	131	2771	Do	72	9168
Do	235	9103	Connecticut River	68	706
Atlantic and Gulf	190	6009	Do	310	718
Do	191	6009	Cumberland Valley	128	2327
Atlantic and North Carolina	274	5006	Do	306	2254
Baltimore and Ohio	2	3207	Danbury and Norwalk	155	946
Do	5	3208	Dayton and Michigan	58	9391
Do	22	3208	Dayton and Union	207	9378
Do	136	3306	Delaware and Hudson Canal	290	2365
Do	140	3209	Delaware, Lackawanna, and Western	180	2410
Do	141	4284	Do	335	11387
Bellefontaine	49	9222	Des Moines Valley, (Kilbourn, Leighton & Co., lessees)	186	11011
Belvidere Delaware	181	2062	Detroit and Milwaukee	104	12507
Do	300	2056	Dubuque Southwestern	247	11005
Bennington and Rutland	142	477			
Boston and Providence	29	608	Eastern	31	601
Do	278	617	Do	245	619
Boston and Worcester	4	605	Do	292	620
Do	256	640	Do	307	616
Do	265	606	East Tennessee and Georgia	83	10042
Do	276	641	Do	223	10022
Do	317	6054	East Tennessee and Virginia	84	10001
Do	325	639	Erie	6	1001
Do	326	638	Erie	214	1321
Buffalo and State Line	20	1325	Erie	216	1324
Buffalo, New York, and Erie, (G. W. Phelps, contractor)	248	1286	Erie	303	2748
Burlington and Missouri River	169	11009	Erie	333	1283
Burlington County	285	2089	Erie	339	1025
			Erie	336	1028
Camden and Amboy	81	2092	Erie and Northeast	21	2779
Camden and Atlantic	282	2098	Erie and Pittsburg	189	2777
Cape Cod	76	664	Evansville and Crawfordsville	177	12132
Cape Cod Central	144	730	Do	279	12133
Cape May and Millville	150	2111	Farmers'	304	2770a
Central, of New Jersey	16	2005	Fitchburg	33	604
Do	334	2124	Do	211	637
Central R. R. and Banking, of Georgia	115	6004	Do	217	635
Do	123	6010	Fitchburg and Worcester	147	692
Do	206	6013	Flint and Holly	172	12510
Do	323	6014	Flint and Pere Marquette	187	12511
Champlain and St. Lawrence	77	1138	Freehold and Jamesburg Agricultural	210	2071
Charlotte and South Carolina	231	5606	Galveston and Houston Junction	100	8509
Cheraw and Darlington	353	5603	Georgia	103	6001
Cheshire	75	693	Do	260	6006
Do	295	707	Do	324	6001
Chicago and Alton	41	11406	Do	329	6005
Chicago and Northwestern	32	11403	Gettysburg	252	2542
Do	42	13001	Grand Trunk	67	115
Do	66	11402	Great Falls and Conway	281	310
Do	88	11401	Great Western, of Canada	222	1330
Do	196	11409	Greenville and Columbia	193	5607
Do	311	11408	Do	351	5607
Do	314	13002	Do	356	5607
Chicago, Burlington, and Quincy	38	11405			
Do	55	11420	Hackensack and New York	301	2000
Do	139	11415	Hannibal and St. Joseph	48	16505
Do	270	11417	Hanover Branch	243	2541
Chicago, Cincinnati, and Louisville	355	12302	Hartford and New Haven	7	938
Chicago, Rock Island, and Pacific	132	11404	Do	134	933
Do	226	11007	Hartford, Providence, and Flabkill	130	955
Do	227	11412	Hempfield	151	2615
Do	299	11008	Herr, Breneman & Co.	330	226a
Cincinnati and Indianapolis Junction	268	9401	Housatonic	215	944
Cincinnati, Hamilton, and Dayton	11	9405	Hudson and Boston	294	1167
Do	56	9405	Huntingdon and Broad Top Mountain	258	2576
Cincinnati, Richmond, and Chicago	163	9403			
Cleveland and Pittsburg	50	9104	Illinois Central	45	11467
Do	129	9104	Do	96	11467
Do	166	9052	Do	118	11421
Do	337	9125			

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Indianapolis and Peru	93	12002	New Orleans, Opelousas, and Great Western	106	8001
Do	230	12002	New York and Flushing, (Wm. Foster, contractor)	145	1004
Jackson, Lansing, and Saginaw	195	12563	New York Central	15	1079
Do	341	12309	Do	28	1234
Jeffersonville, Madison, and Indianapolis	40	12013	Do	35	1282
Do	255	12004	Do	157	1277
Do	345	12049	Do	204	1094
Junction and Breakwater	303	3117	Do	241	1323
Lackawanna and Bloomsburg	183	2364	Do	320	1322
Lake Erie and Louisville	346	9351	Do	321	1303
Lehigh and Susquehanna	259	2372	Do	340	1277
Lehigh Valley	148	2310	New York, Providence, and Boston	30	802
Do	312	2328	Norfolk and Petersburg	290	4416
Do	327	2232	North Carolina	185	5005
Lexington and Big Sandy	359	9605	Northeastern	171	5604
Lexington and West Cambridge	221	632	Northern Central	25	3204
Little Miami	8	9406	Do	47	3204
Do	138	9406	Do	61	2482
Little Miami, Columbus, and Xenia	900	9470	Do	184	1278
Long Island	156	1011	Do	308	2347
Louisville and Nashville	43	9608	Do	315	2535
Do	127	9611	Northern, of New Jersey	267	2002
Do	198	9610	North Missouri	46	10504
Do	316	9609	Norwich and Worcester	79	926
Louisville, Frankfort, and Lexington	119	9607	Ogdensburg and Lake Champlain	153	1137
Louisville, New Albany, and Chicago	113	12105	Ohio and Mississippi	26	12080
Do	188	12105	Oil Creek	237	2770
Macon and Brunswick	360	6239	Oneida and Carrollton	347	9129
Macon and Western	179	6012	Orange and Alexandria	82	4401
Maine Central	102	8	Do	302	4401
Memphis and Charleston	87	6606	Oswego and Syracuse	125	1236
Memphis and Little Rock	170	7504	Pacific, of Missouri	39	10501
Memphis and Ohio	122	10011	Do	120	10501
Michigan Central	36	12506	Pennsylvania	14	2201
Do	328	11413	Pennsylvania, (lessers, Philadelphia and Erie.)	51	2346
Michigan Southern and Northern Indiana	37	12501	Do	224	2483
Do	110	12502	Do	225	2773
Do	232	12503	Pennsylvania	249	2644
Do	253	9345	Do	250	2587
Do	286	12504	Do	287	2817
Middleboro' and Taunton	212	679	Do	331	2257
Millville and Glasboro'	133	2102	Pennsylvania, (lessers, Tyrone and Clearfield)	254	2585a
Milwaukee and Minnesota	176	13006	Pennsylvania, (lessers, Western Pennsylvania)	262	2818
Milwaukee and Prairie du Chien	116	13004	Pennsylvania Cannel Coal and Railroad	361	2830
Do	342	13007	Peoria, Pekin, and Jacksonville	273	11416
Milwaukee and St. Paul	91	13005	Petersburg	90	4412
Do	238	13009	Philadelphia and Baltimore Central	266	2925
Do	343	13010	Philadelphia and Erie, (see Pennsylvania.)		
Do	344	13008	Philadelphia and Reading	57	2202
Mineral Point	264	13011	Do	263	2345
Minnesota	164	13608	Do	358	2216
Minnesota Valley	203	13606	Philadelphia and Trenton	1a	2067
Mississippi and Tennessee	162	7002	Philadelphia, Germantown, and Norristown	357	2206
Mississippi and Wabash	313	11426	Philadelphia, Wilmington, and Baltimore	3	3201
Mississippi Central	89	7001	Do	70	3101
Montgomery and West Point	160	6601	Do	213	3101
Do	233	6601	Pittsburg and Connelleville	297	2634
Morris and Essex	124	2004	Pittsfield and North Adams	197	725
Nashville and Chattanooga	112	10004	Pittsburg, Fort Wayne, and Chicago	18	9051
Nashville and Decatur	165	10007	Pittsburg, Columbus, and Cincinnati, (see Steubenville and Indiana.)		
Naugatuck	194	943	Portland and Kennebec	109	114
New Bedford and Taunton	60	681	Do	135	1
Do	73	675	Portland and Oxford Central	272	161
New Castle and Beaver Valley	167	2777a	Portland, Saco, and Portsmouth	34	113
New Haven and New London	24	937	Providence and Worcester	65	801
New Haven and Northampton	199	939	Providence, Warren, and Bristol	219	803
New Jersey Railroad and Transportation	1	2006	Raleigh and Gaston	229	5003
New London Northern	137	927			
Do	192	927			
Do	220	700			
New Orleans, Jackson, and Great Northern	92	8002			

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Raritan and Delaware Bay.....	298	2008	Syracuse and Binghamton.....	168	1235
Reading and Columbia.....	318	2782	Taunton Branch.....	59	680
Rensselaer and Saratoga.....	99	1096	Tioga.....	283	2456
Do.....	101	1103	Do.....	284	2456
Do.....	154	1080	Toledo, Logansport, and Burlington.....	269	12229
Do.....	296	1091	Toledo, Wabash, and Western.....	114	9344 &c.
Richmond and Danville.....	174	4407	Do.....	242	11425
Richmond and Petersburg.....	74	4408	Troy and Boston.....	105	1095
Richmond, Fredericksburg, and Potomac.....	85	4402-3	Do.....	208	1104
Rockville.....	78	973	Troy and Greenbush.....	44	1081
Rome.....	350	6008	Tyrone and Clearfield, (see Pennsylvania.)		
Rome, Watertown, and Ogdensburg.....	117	1212	Union Pacific.....	52	14063
Do.....	146	1159	Do.....	53	14083
Rutland and Burlington.....	62	484	Utica and Black River.....	239	1306
Saint Louis and Iron Mountain.....	143	10502	Vermont Central.....	64	463
Saint Louis, Jacksonville, and Chicago.....	182	11419	Vermont Valley, (E. A. Birchard and J. B. Page, lessees).....	108	489
Do.....	309	11418	Virginia and Tennessee.....	82	4422
Saint Paul and Pacific.....	175	13621	Virginia Central.....	126	4408
Do.....	251	13621	Do.....	261	4406
Salem.....	271	2105	Vermont and Massachusetts.....	158	694
San Francisco and San José.....	37	14702	Vermont Central and Vermont and Canada.....	54	419
Saratoga and Whitehall.....	107	1109	Warren and Franklin.....	293	2831
Schuykill and Susquehanna.....	319	2328	West Chester and Philadelphia.....	228	2303
Seaboard and Roanoke.....	201	4415	Western, of Massachusetts.....	12	689
Selma and Meridian.....	202	6607	Western and Atlantic.....	96	6002
Do.....	277	6607	Western North Carolina.....	348	5007
South Carolina.....	94	5602	Western Pennsylvania, (see Penn'a.)		
Do.....	95	5602	Western Union.....	149	13003
Southern Minnesota.....	289	13659	West Jersey.....	71	2097
Southern Mississippi.....	173	7004	White Pigeon and Kalamazoo.....	288	12505
South Shore.....	205	657	Wilmington and Manchester.....	97	5601
South Side.....	257	4414	Wilmington and Weldon.....	86	5001
Do.....	322	4413	Wilmington, Charlotte, and Rutherfordton.....	354	5254
Southwestern.....	244	6015	Winona and Saint Peter.....	161	13533
Do.....	275	6015	Worcester and Nashua.....	111	687
Southwestern and Muscogee Co's.....	240	6011	York and Cumberland.....	218	116
Spartanburg and Union.....	352	5609			
Staten Island.....	80	1010			
Steubenville and Indiana, (Pittsburg, Columbus, and Cincinnati).....	17	9493			
Sullivan.....	69	483			
Sussex.....	332	2028			

List of railroad routes from which no response to the department's calls for the weight of mails, &c., has been received, (corporate titles in alphabetical order.)

State.	No. of route.	Termini.	Corporate title.	Length of route.	Pay per mile p'r annum
				Miles.	
Ala.	6602	Montgomery, Pollard	Alabama and Florida	114	\$75 00
N. H.	309	Dover, Alton Bay	Boston and Maine	28	50 00
Mass.	602	Boston, South Berwick Junction	do. do.	75	150 00
Mass.	602	Branch to Great Falls	do. do.	3	50 00
Mass.	610	Boston, Medford	do. do.	5½	50 00
N. H.	253	Concord, Wells River	Boston, Concord, and Montreal	93	107 52
N. H.	331	Littleton, Wells River	do. do.	21	50 00
Texas	8505	Harrisburg, Alletstown	Buffalo Bayou, Brazos & Colorado Riv.	80½	50 00
Penn.	2334	Port Clinton, Milford	Catawissa	92	150 00
Ohio.	9004	Bell Air, Columbus	Central Ohio	137½	200 00
Cal.	14834	Sacramento, Cisco	Central Pacific	94	300 00
Ind.	12057	Richmond, Chicago	Chicago and Great Eastern	225½	150 00
Ohio.	9170	Dayton, Sandusky	Cincinnati, Dayton, and Eastern	156	125 00
Ohio.	9370	Carey, Finley	do. do.	16	50 00
Ohio.	9504	Springfield, London	do. do.	20	50 00
Ohio.	9429	Morrow, Zanesville	Cincinnati, Wilmington, & Zanesville	132 9-10	75 00
N. H.	251	Concord, Nashua	Concord	36	150 00
N. H.	255	Concord, Br. dford	Concord and Claremont	26	57 69
N. H.	268	Concord, Portsmouth	Concord, Manchester, and Lawrence	59	40 67
N. H.	269	Manchester, North Ware	do. do.	20½	50 00
N. H.	627	Lawrence, Manchester	do. do.	28	100 00
Vt.	452	White River Junction, Newport	Connecticut and Passumpsic Rivers	106	100 00
N. H.	300	Contocook Village, Hillsboro Bridge	Contocook	15	50 00
Iowa.	11003	Dubuque, Iowa Falls	Dubuque and Sioux City	150	50 00
Iowa.	11004	Waterloo, Waverly	do. do.	17½	51 43
Penn.	2815	Hazleton, Hazle Creek Bridge	Hazleton	8	41 66
Texas	8504	Houston, Millcreek	Houston and Texas Central	80	50 00
Texas	8503	Houston, Columbia	Houston Tap and Brazoria	50	50 00
N. Y.	1002	New York, Albany, Troy	Hudson River	144	300 00
Ind.	12001	Indianapolis, La Fayette	Indianapolis and Cincinnati	654	100 00
Ind.	12003	Indianapolis, Cincinnati	do. do.	1134	125 00
Ind.	12340	Fairland, Martinsville	do. do.	38½	45 00
Ky.	9606	Covington, Nicholasville	Kentucky Central	99	100 00
S. C.	5608	Chester Court House, Yorkville	King's Mountain	2½	30 00
S. C.	5610	Newberry C. H., Laurens C. H.	Laurens	32	30 00
Me.	83	Calais, Princeton	Lewy's Island	22	25 00
Ohio.	9247	Blanchester, Hillsboro	Marietta and Cincinnati	21	37 50
Ohio.	9266	Portsmouth, Reed's Mills	do. do.	56	50 00
Ohio.	9407	Cincinnati, Parkersburg	do. do.	206	100 00
Tenn.	10010	Tate's Station, Paris	Memphis, Clarksville, and Louisville	82½	100 00
Ala.	6813	Gainesville, Gainesville Junction	Mississippi, Gainesville & Tusculooas	22	30 00
Ala.	6805	Columbus, Union Springs	Mobile and Girard	53	50 00
Miss.	7008	Mobile, Columbus, Ky	Mobile and Ohio	472	100 00
Miss.	7008	Columbus, Artesia	do. do.	14	50 00
Tenn.	10009	Nashville, Tate's Station	Nashville and Kentucky	48	30 00
Tenn.	10008	Nashville, Johnsonville	Nashville and Northwestern	78	30 00
N. J.	9014	Newark, Mont Clair	Newark and Bloomfield	6	45 83
Ky.	9612	Paducah, Union City	New Orleans and Ohio	62	50 00
N. Y.	1003	New York, Chatham Four Corners	New York and Harlem	130½	100 00
Mass.	607	Boston, Blackstone	Norfolk County	35	74 84
N. H.	254	Concord, White River Junction	Northern	69	125 00
N. H.	254	Branch-Franklin, Bristol	do.	13	50 00
Penn.	2204	Philadelphia, Bethlehem	North Pennsylvania	54 19	50 00
Penn.	2204	Branch to Doylestown	do.	10 11	50 00
Penn.	2208	Philadelphia, Darby	Philadelphia and Darby	8	62 50
Mo.	10506	St. Joseph, Weston	Platte County	36	100 00
N. Y.	1136	Plattsburg, Canada Line	Plattsburg and Montreal	23	42 87
Ill.	14742	Rock Island, Coal Valley	Rock Island and Peoria	19	50 00
Ill.	14742	Sacramento, Folsom City	Sacramento Valley	23 2	150 00
Ohio.	9146	Terre Haute, East St. Louis	St. Louis, Alton, and Terre Haute	193	200 00
Texas	8630a	Sandusky, Newark	Sandusky, Mansfield, and Newark	116	100 00
Mass.	651	Shreveport, Marshall	Southern Pacific	40	50 00
Ill.	11410	Canton Depot, North Easton	Stoughton and Easton Branch	9	41 11
Ind.	12005	Courtland Station, Sycamore	Sycamore and Courtland	5	50 00
Texas.	8501	Indianapolis, Terre Haute	Terre Haute and Indianapolis	73	200 00
Ill.	13414	Houston, Orange	Texas and New Orleans	100	50 00
Neb.	14451	Peoria, State Line	Toledo, Peoria, and Warsaw	111	100 00
N. Y.	1460	Omaha, Julesburg	Union Pacific	377	150 00
Texas.	8506	Chesterville, Warwick	Warwick Valley	11	50 00
N. C.	5263	Hempstead, Brenham	Washington County	21	50 00
Md.	3214	Fayetteville, Egypt	Western (of North Carolina)	45	30 00
Ga.	6288	Intersection with 3204, Union Bridge	Western Maryland	40	50 00
		Lookout Station, Trenton	Wills Valley	13	30 00

Railroad weight circular.

U. S. POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, ———, 186—.

SIR: The Postmaster General is required by act of Congress to arrange and divide railroad routes into classes, "according to the size of the mails, the speed with which they are conveyed, and the importance of the service," so as to "insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies of the United States, for the transportation of the mail." An accurate statement of the amount of mail matter conveyed on each route being therefore necessary, you are requested to weigh all the through mails and way mails which may be conveyed, in both directions, to and from each station on your road. Route No. ———, between ——— and ———, for thirty consecutive working days, commencing on the ——— of ———, 186—. The result you will please state in the annexed tabular form, placing in column 1 a list of the stations; in column 2, under the head "Received," the weight of the mails conveyed to each station; in column 3, under the head "Sent," the weight of the mails conveyed from each station; in column 4, the weight of the mails sent ———; in column 5, the weight of the mails sent ———. The footings of columns 2 and 3 will balance each other, as they will each show the whole amount of mails conveyed over the route in both directions; and either will equal the united footings of columns 4 and 5, which will show the amounts of mails conveyed in opposite directions. Some competent officer of your company will certify to the accuracy of the statement and return it to this office.

A convenient arrangement will be, to place a correct platform scale on each car conveying mails; weigh all through and way-mail matter as it comes on the car at each station, and credit the station with the amount, under the head "Sent," noting the direction in which it is to be conveyed; weigh all through and way-mail matter again as it is put off the car at each station, charging the station with the amount, under the head "Received." Memoranda of the daily weights should be kept, and the final results only stated in this printed form.

Please acknowledge the receipt of this circular.

Very respectfully, your obedient servant,

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

To ———.

[Slip appended to the circular.]

Please return with this circular a description of the accommodations provided on your road for the mails and agents of the department, stating the dimensions, fixtures, and furniture of the car or apartment allotted to their use. State also how many times per week the mails are carried on the route in each direction.

[Second circular.]

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, August 1, 1867.

SIR: The "Railroad Weight Circular" sent to your address from this office, requesting you to weigh the mails conveyed on route No. ———, between ——— and ———, for thirty consecutive working days, commencing on the 1st April, 1867, and to state the result in the tabular form furnished in the circular, to be certified by some competent officer of your company and returned

to this office, with a description of the accommodations provided for the mails and agents of the department and a statement of the number of times per week the mails are carried on the route in each direction, has not been returned as requested.

As intimated in the circular, the information sought is intended to be used by the department so as to "insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies of the United States, for the transportation of the mail." A majority of the roads in the service of the department have responded to its call, and their returns have been carefully analyzed and placed on record. A complete accomplishment of the task of classifying the railroad routes, "according to the size of the mails, the speed with which they are conveyed, and the importance of the service," as the law requires, is, however, impossible, in the absence of reports from the proprietors of *all* the roads, such as the department contemplated in addressing to all, without exception, the "Railroad Weight Circular."

The returns received will be published. Of course, roads refusing or failing to respond to the circular will incur the imputation (whether justly or otherwise) of unwillingness to exhibit the amount and character of the service they perform for the department, in comparison with other roads receiving equal compensation; and, upon any future call or opportunity for the readjustment of the pay for transporting mails on such roads, the information which has been asked for will be deemed indispensable.

Permit me to urge, therefore, that, if you have weighed "all the through mails and way mails" conveyed on the above described route "for thirty consecutive working days," as requested in the circular, you will state the result in the prescribed form, and communicate it to this office; or, if you have not yet taken the weights, that you will do so, and submit your report with the least delay practicable.

A blank form of the circular is enclosed.

The department will be pleased to hear from you at once on this subject.

Very respectfully, your obedient servant,

GEORGE WM. McLELLAN,

Second Assistant Postmaster General.

To _____.

Statement of the number, kinds, sizes, and cost of mail bags purchased under contracts, agreeably to law, and put into service during the fiscal year ended 30th June, 1867.

Number.	Kinds.	Sizes.	Prices.	Cost.
850	Leather mail pouches.....	No. 1	\$8 50	\$7,225
1,400	.....do.....do.....	2	7 50	10,500
1,600	.....do.....do.....	3	6 50	10,400
1,500	.....do.....do.....	4	5 25	7,875
1,600	.....do.....do.....	5	3 75	6,000
6,950	Of all sizes.....			42,000

Statement of the number, kinds, sizes, and cost of mail bags, &c.—Continued.

Num-ber.	Kinds.	Sizes.	Prices.	Cost.
550	Leather horse mail bags.....	No. 1	\$7 75	\$4,202
650	do.....do.....	" 2	6 85	4,450
300	do.....do.....	" 3	5 50	1,650
1,500	Of all sizes.....			10,302
23,000	Jute canvas mail sacks.....	No. 1	82½	18,975
14,000	do.....do.....	" 2	63	8,820
1,000	do.....do.....	" 3	28	280
38,000	Of all sizes.....			28,075
	Total cost of mail bags of all kinds.....			80,440

Number and cost of mail locks and keys purchased during the year ended 30th June, 1867.

No.		Cost.
3,656	Iron mail locks, (old kind repaired).....	\$731 20
2,000	Iron mail keys, (old kind).....	500 00
1,500	Brass mail keys, (new kind).....	225 00
28,485	Iron mail keys, (new kind).....	3,418 20
	Total cost of mail locks and keys.....	4,874 40

GEORGE WILLIAM McLELLAN,
Second Assistant Postmaster General.

RAILWAY POSTAL SERVICE,
Washington, D. C., November 6, 1867.

SIR: At your request, I submit herewith a statement of the annual compensation paid to railway postal clerks in the United States on the first day of November, 1867. In presenting it, I deem it just to show the comparative cost of the mail service upon the same lines, or routes, as performed by route agents.

There are now in operation in the United States eighteen railway postal routes, extending, in the aggregate, over four thousand four hundred and thirty-five miles, upon eight hundred and seventy-nine miles of which twice daily service is performed, making a total equal to five thousand three hundred and fourteen miles of railway postal service daily each way. There are employed in this service one hundred and sixty men, as head clerks and clerks, at a cost of one hundred and eighty-seven thousand nine hundred dollars per annum. It would require, to perform this same service by route agents, in the ordinary way, eighty-six men, at salaries of ten hundred and eighty dollars per annum, the compensation now allowed to route agents on first-class routes, making the cost ninety-two thousand eight hundred and eighty dollars per annum. Thus:

160 postal clerks cost	\$187,900
86 route agents would cost	92,880

Increased cost of postal clerks over route agents	95,020
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But, in making this statement, it is proper and just that the reduction of clerical force in distributing and other large post offices, incident to the introduction of the railway postal service, should be taken into consideration. It is impossible to give the exact number of clerks saved to those offices, but an estimate can be made, which may be considered approximately true. It is certain that, in the force of the Chicago, Cairo, St. Joseph, Buffalo, Washington, Richmond, Memphis, and Chattanooga offices, an aggregate reduction of thirty men has been made; and it is fair to assume that, without the railway postal service, these same offices, instead of decreasing, would have increased their force by the addition of at least thirty. The saving may, therefore, be set down at sixty men, at an average compensation of \$1,000 per annum each, say \$60,000 per annum, thus reducing the balance against the railway postal service, as at present in operation and organized, to about \$35,000 per annum.

The reduction of labor in the New York, Philadelphia, and Baltimore offices must, of course, be as much in proportion as the reduction of labor in the offices first mentioned; but, leaving out New York, Philadelphia, and Baltimore, and assuming that the railway postal service on these five thousand miles is costing thirty-five thousand dollars per annum, or an average of seven dollars per mile, over the ordinary or old route agent service, the fact that all the mails passing over these five thousand miles are being saved twelve, twenty-four, and often forty-eight hours in their transmission, would seem sufficient to justify the increased expenditure.

Respectfully, &c.,

H. PARK,

Special Agent Post Office Department.

Hon. GEO. WM. McLELLAN,

Second Assistant Postmaster General.

Statement showing operations and results of foreign mail service for the fiscal year ended June 30, 1867.

I.—POSTAGES ON UNITED STATES AND EUROPEAN MAILS.

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged with the United Kingdom	\$1, 100, 269 58
With Prussia	302, 214 26
With France	300, 122 45
With Hamburg	95, 791 44
With Bremen	154, 348 02
With Belgium.....	16, 859 80
Total postages.....	<u>1, 969, 605 55</u>

Being an increase over the amount reported for the previous year of \$123,804 63.

The postages on mails sent to Europe were as follows, viz:

To Great Britain	\$559, 022 95
To Prussia.....	130, 301 70
To France.....	151, 982 26
To Bremen	101, 244 24
To Hamburg	61, 548 14
To Belgium.....	7, 676 02
Total.....	<u>1, 011, 775 31</u>

The postages on mails received from Europe were as follows, viz :

From Great Britain.....	\$541,246 63
From Prussia.....	171,912 56
From France.....	148,140 19
From Hamburg.....	34,243 30
From Bremen.....	53,103 78
From Belgium.....	9,123 78

Total.....	957,830 24
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Postages collected in the United States.....	\$1,267,181 34
Postages collected in Europe.....	702,424 21

Excess of collections in the United States.....	564,757 13
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Number of letters sent from the United States.....	4,902,750
Number of letters received from Europe.....	4,539,361

Total.....	9,442,111
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Being an increase of 877,264 over the number reported for the previous year.

Number of newspapers sent from the United States.....	2,652,317
Number of newspapers received from Europe.....	1,766,165

Total.....	4,418,482
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Being an increase of 590,347 over the number reported for the previous year.

The excess of postages on mails sent from the United States to different countries of Europe over that accruing on mails received from the same countries was as follows :

Great Britain.....	\$17,776 32
France.....	3,842 07
Bremen.....	48,140 46
Hamburg.....	27,304 84

Total.....	97,063 69
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The excess of postages accruing on mails received over those sent was as follows :

Prussia.....	\$41,610 86
Belgium.....	1,507 76

Total.....	43,118 62
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II.—CLOSED MAILS FOR YEAR ENDED DECEMBER 31, 1866.

Weight of closed letter mails received from Prussia, ounces.....	190,769
Weight of closed letter mails sent to Prussia, ounces.....	164,077

Total.....	354,846
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Number of newspapers.....	149,566
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Weight of British closed letter mails for Canada, ounces.....	50,364
Weight of Canada closed letter mails for Great Britain, ounces.....	31,104

Total.....	81,469
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Number of newspapers.....	356,722
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Weight of British closed letter mails for Hawaiian Islands and Vancouver Island, ounces.....	26,963
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Number of newspapers.....	74,144
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Weight of British closed letter mails for Havana, ounces.....	10,559
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Number of newspapers.....	20,421
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Weight of closed letter mails received from Belgium, ounces	4,106½
Weight of closed letter mails sent to Belgium, ounces	4,694
Total	8,800½
Number of newspapers received	8,572
Number of newspapers sent	2,428
Total	11,000
Weight of British and Mexican closed letter mails, ounces	631½
Number of newspapers	222
Amount paid Great Britain for the sea and territorial transit of closed mails through the United Kingdom for the year	\$147,460 00½
Amount received from Great Britain for the sea and territorial transit of closed mails through the United States, (same period)	30,519 95

III.—OCEAN TRANSPORTATION.

The sea transportation of mails to and from Europe was performed by the following steamship lines:

Conveyed on foreign account—	
Cunard line	\$785,413 31
French line	55,574 53
Bremen line	154,348 02
Hamburg line	95,791 44
Belgian line	62 25
Total on foreign account	\$1 091,189 55
Conveyed on United States account—	
Canadian line	\$131,952 75
Dale line	385,227 03
Bremen line	166,088 82
Hamburg line	88,266 03
Havre line	89,197 55
American Lloyd line	8,935 58
Baltimore line	7,562 80
Continental Steamship Company line	1,185 39
Total on American account	878,416 00
Total	1,969,605 55

IV.—BALANCES ON SETTLEMENT OF ACCOUNTS WITH FOREIGN POST DEPARTMENTS.

Balance due Great Britain on adjustment of accounts for the year ended 31st December, 1866	\$174,187 39½
Balance due France on adjustment of accounts for the year ended 31st December, 1866	51,609 19
Balance due Hamburg on adjustment of accounts for the fiscal year ended June 30, 1867	53,021 44½
Balance due Bremen on adjustment of accounts for the fiscal year ended June 30, 1867	82,650 99
Balance due Prussia on adjustment of accounts for the fiscal year ended June 30, 1867	493 14
Total balances against the United States	361,962 15½
Balance due the United States on adjustment of accounts with Belgium for the fiscal year ended June 30, 1867	\$4,738 38

United States transatlantic mail steamship arrangement for 1863.

The mails for Great Britain and the continent of Europe will be despatched from New York, via Southampton, or via Queenstown and Liverpool, on Tuesdays, Wednesdays, Thursdays, and Saturdays of each week during the year 1868, under arrangements made by the United States Post Office Department with the following steamship lines, viz :

The Hamburg-American Packet Company ; the North German Lloyd ; the Liverpool and New York and Philadelphia Steamship Company, and the Cunard line of steamships. The proprietors of each of said lines to receive for the conveyance of the mails to the United Kingdom a compensation of fifteen cents per ounce on letters and of six cents per pound on newspapers, book packets, and patterns or samples of merchandise.

TUESDAY'S MAIL.

The Hamburg-American Packet Company will convey the mails from New York to Southampton, England, (sailing from New York at 2 p. m.) every alternate Tuesday from January 1st to April 1st, 1868, and every Tuesday for the balance of the year, by one of the following named A1 steamships, viz :

Holsatia, new, 3,000 tons	} New York custom-house measurement.
Cimbria, " 2,964 "	
Hammonia, " 2,964 "	
Allemannia, " 2,620 "	
Germania, " 2,719 "	
Saxonia, " 2,591 "	

With privilege to substitute, if one of the above steamships should require any repairs, either of the following three A1 steamships :

Borussia, 2,133 tons.	} New York custom-house measurement.
Bavaria, 2,235 "	
Teutonia, 2,027 "	

Or any new steamship, of at least the capacity and swiftness of the Cimbria, which may be built in the course of the year.

The average mean time to be occupied in the transportation of the mails from New York to Southampton, England, not to exceed eleven and a half days.

THURSDAY'S MAIL.

The North German Lloyd line will convey the mails from New York to Southampton, England, (sailing from New York at 2 p. m.) every Thursday of the year 1868, by one of the following A1 steamships, viz :

Bremen, 2,551 tons,	} United States register.
New York, 2,528 "	
Hansa, 2,909 "	
America, 2,614 "	
Hermann, 2,774 "	
Deutschland, 2,881 "	
Union, 2,870 "	
Weser, 2,871 "	

And also by two new steamers, now building, the speed of which will be equal to that of any of the above.

The average mean time to be occupied in the transportation of the mails from New York to Southampton, England, not to exceed eleven and a half days.

SATURDAY'S MAIL.

The Liverpool and New York and Philadelphia Steamship Company will convey the mails from New York to Liverpool, England, via Queenstown, Ireland.

(sailing from New York at 2 p. m.) every Saturday of the year 1868, by one of the following A1 steamships, viz :

City of Paris, 2,646.20 tons.
 City of London, 2,807.60 tons.
 City of Antwerp, 2,400.20 tons.
 City of Baltimore, 2,322.73 tons.
 City of Boston, 2,250.14 tons.
 City of New York, 2,043.80 tons.
 City of Washington, 2,385.83 tons.
 Etna, 2,207.68 tons.

The average mean time to be occupied in the transportation of the mails from New York to Queenstown not to exceed ten and a half days, and to Liverpool eleven and a half days.

WEDNESDAY'S MAIL.

An additional weekly mail will be despatched from New York every Wednesday of the year 1868, by the Cunard line of steamships, to Liverpool, via Queenstown, at the same rates of compensation paid to the other lines, and subject to the same conditions.

The General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland, being desirous of regulating, by means of a new convention, the communication by post between the two countries, the undersigned, duly authorized for that purpose by their respective governments, have agreed upon the following articles :

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the United Kingdom of Great Britain and Ireland, as well for letters, newspapers, book packets, and patterns or samples of merchandise, originating in the United States or in the United Kingdom, as for articles of the same nature originating in or destined for the countries or colonies the correspondence of which is forwarded through the United States or through the United Kingdom.

ARTICLE 2. Each office shall make its own arrangements for the despatch of mails to the other office by well-appointed ships, sailing on stated days, and shall, at its own cost, remunerate the owners of such ships for the conveyance of the mails.

ARTICLE 3. The postage on a single international letter shall not exceed twelve cents in the United States or sixpence in the United Kingdom, and the authorized weight of a single letter shall be fifteen grams (by the metrical scale) in the United States and half an ounce in the United Kingdom. For other than single letters the same charge shall be made for every additional fifteen grams, or half an ounce, or fraction thereof.

ARTICLE 4. Every international letter insufficiently paid, or wholly unpaid, received in the United States from the United Kingdom, shall, in addition to the deficient postage, be subject to a fine of five cents, such fine to be retained by the United States post office; and every international letter insufficiently paid, or wholly unpaid, received in the United Kingdom from the United States, shall, in addition to the deficient postage, be subject to a fine, the amount of which shall be fixed and retained by the British post office.

ARTICLE 5. International newspapers, book packets, (including printed papers of all kinds, maps, plans, prints, engravings, drawings, photographs, lithographs, sheets of music, and so forth.) and patterns and samples of merchandise (including seeds and grain) shall be transmissible by either office at such charges (not less than threepence in the United Kingdom or six cents in the United States, per four ounces, on book packets and patterns or samples of

merchandise) and under such regulations as the despatching office may from time to time lay down. These regulations, however, shall include the following: 1. The postage shall be fully prepaid. 2. No book packet may contain any thing which is sealed or otherwise closed against inspection, nor must there be any letter, nor any communication of the nature of a letter, whether separate or otherwise, unless the whole of such letter or communication be printed; but entries merely stating from whom or to whom the packet is sent shall not be regarded as a letter. 3. No book packet must exceed two feet in length or one foot in width or depth. 4. Neither office shall be bound to deliver printed papers the importation of which may be prohibited by the laws or regulations of the country to which they are transmitted. 5. So long as any customs duty is chargeable in the United States on the importation from the United Kingdom of any of the articles enumerated above, such customs duty shall be leviable in the United States, and the proceeds shall accrue to the United States treasury. 6. Except as above, no charge whatever shall be levied in the country in which international newspapers, book packets, and patterns or samples of merchandise are delivered.

ARTICLE 6. The postage collected in the two countries on international letters, newspapers, book packets, and patterns or samples of merchandise, together with the fees for registration, but exclusive of fines for unpaid or insufficiently paid letters, shall be equally divided between the two offices. That portion of the postage of transit letters, transit newspapers, book packets, and patterns or samples of merchandise which represents the charge for the sea conveyance between the United Kingdom and the United States shall belong wholly to the despatching office. For the purposes of this article, the charge for the sea conveyance of letters across the Atlantic shall be computed on the basis of fourpence, or eight cents per single letter rate, and the charge for the sea conveyance across the Atlantic of newspapers, book packets, and patterns or samples of merchandise shall be computed at threepence per pound, or twelve cents per kilogram.

ARTICLE 7. The United States post office may deliver to the British post office letters or other postal packets which have been registered, addressed to the United Kingdom; reciprocally, the British post office may deliver to the United States post office registered letters or other postal packets which have been registered, addressed to the United States. The postage of registered letters and so forth shall always be paid in advance. In addition to this postage, there shall also be charged a registration fee, the amount of which shall be fixed by the despatching office.

ARTICLE 8. The United States post office may further deliver to the British post office registered letters and so forth addressed to those countries or colonies to which registered letters can be sent from the United Kingdom. The United States post office shall account to the British post office, in addition to the postage due to the British post office, for such sum as shall be chargeable to the inhabitants of the United Kingdom for the registration from the United Kingdom of every registered letter and so forth addressed to the countries or colonies above mentioned. On its side, the British post office may deliver to the United States post office registered letters and so forth addressed to those countries to which registered letters can be sent from the United States. The British post office shall account to the United States post office, in addition to the postage due the United States post office, for such sum as shall be chargeable to the inhabitants of the United States for the registration from the United States of every registered letter and so forth addressed to the countries above mentioned.

ARTICLE 9. The British post office engages to grant the transit through the United Kingdom, as well as the conveyance by British mail packets, of the closed mails which the United States post office may exchange, in either direction, with the post offices of United States possessions, or of foreign countries, and the

United States post office engages to grant the transit through the United States, as well as the conveyance by United States mail packets, of the closed mails which the British post office may exchange, in either direction, with the post offices of British possessions or of foreign countries. The country which sends or receives closed mails through the other shall render an account of the letters, newspapers, book packets, and patterns contained in such closed mails.

ARTICLE 10. The rates of postage to be mutually paid for the territorial transit (including the passage of the English channel) of all letters sent from one country to the other for transmission to places beyond, in closed mails, shall be one-half the ordinary inland rates now charged in the two countries respectively, viz: for transit through the United States one-half of three cents per single letter, and for transit through the United Kingdom one-half of a penny per single letter. The transit rates of postage to be mutually paid for newspapers, book packets, and patterns, or samples of merchandise sent in closed mails shall be fourpence per kilogram for transit through the United Kingdom and six cents per pound for transit through the United States.

ARTICLE 11. When, in any British or United States port, a closed mail is transferred from one ship to another without any expense devolving on the office of the country owning such port, such transfer shall not be deemed a territorial transit, and shall not give rise to any charge for territorial transit.

ARTICLE 12. The rates of postage to be paid by the British post office to the United States post office for the sea conveyance, other than across the Atlantic, of correspondence sent from the United Kingdom to the United States, in closed mails, for transmission to places beyond, or brought to the United States from places beyond, in closed mails, for transmission to the United Kingdom, shall be the same that are paid by the inhabitants of the United States. Reciprocally, the rates of postage to be paid by the United States post office to the British post office for the sea conveyance, other than across the Atlantic, of correspondence sent from the United States to the United Kingdom, in closed mails, for transmission to places beyond, or brought to the United Kingdom from places beyond, in closed mails, for transmission to the United States, shall be the same that are paid by the inhabitants of the United Kingdom.

ARTICLE 13. The combined territorial and sea rates upon transit correspondence, sent in ordinary mails, to be accounted for by one office to the other, shall be the same that are paid by the inhabitants of the country through which the correspondence is forwarded.

ARTICLE 14. The amount of postage chargeable by the United States post office, on its own account, upon every single letter sent through the United Kingdom in ordinary mails, addressed to the United States, shall be three cents, and the amount of postage chargeable by the British post office, on its own account, upon every single letter sent through the United States in ordinary mails, addressed to the United Kingdom, shall be one penny.

ARTICLE 15. There shall be an exchange of correspondence between the United States of America and Bermuda, and between those States and the British post office agencies established in the Danish colony of St. Thomas, in Panama, in Colon, and in San Juan, (Porto Rico.) The postage to be accounted for on such correspondence shall be fixed from time to time by the mutual consent of the two offices.

ARTICLE 16. The British post office shall prepare, at the expiration of every quarter, separate accounts exhibiting the results of the exchange of correspondence, whether in ordinary mails or in closed mails, between the respective offices. Such accounts shall be founded upon the acknowledgments of receipt of the respective offices during the quarter. The separate accounts shall be incorporated in general accounts, which shall be compared and settled by the two offices, and the balance shall forthwith be paid in the money of the country to which the payment is to be made, by that office which is found to be indebted

to the other. In converting United States currency into sterling or sterling into United States currency, four shillings and twopence shall be considered as the equivalent of a dollar.

ARTICLE 17. Official communications addressed by the United States post office to the British post office, or by the British post office to the United States post office, shall not give rise to any account between the two post offices.

ARTICLE 18. The two offices shall, by mutual consent, make detailed regulations in accordance with the foregoing articles, such regulations to be terminable on a reasonable notice by either office.

ARTICLE 19. All the conventions which now regulate the exchange of correspondence between the United Kingdom of Great Britain and Ireland and the United States of America, shall cease to have effect from the date of the day when the present convention shall be put into execution.

ARTICLE 20. Articles 1, 5, 7, 8, 9, 10, 11, 12, 15, 16, 17, and 18 shall come into operation on the 1st of October next, and the remaining articles on the 1st day of January, 1868.

ARTICLE 21. This convention shall be terminable at any time on a notice by either office of one year, and article 5 (except so far as relates to newspapers) shall be terminable on a notice of three months.

Done in duplicate and signed in London the 18th day of June, 1867.

[SEAL.]

JOHN A. KASSON,
Special Commissioner, &c.
MONTROSE.

[SEAL.]

POST OFFICE DEPARTMENT,
Washington, July 8, 1867.

Having examined and considered the foregoing articles of a new postal convention between the United States of America and the United Kingdom of Great Britain and Ireland, which were agreed upon and signed in duplicate at London on the 18th day of June, 1867, by the Hon. John A. Kasson, special commissioner, &c., &c., on behalf of this department, and by his grace the Duke of Montrose, postmaster general of the United Kingdom of Great Britain and Ireland, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post Office Department to be heretofore affixed, with my signature, the day and year first above written.

[SEAL.]

ALEXANDER W. RANDALL,
Postmaster General United States.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President:

WILLIAM H. SEWARD, *Secretary of State.*

WASHINGTON, July 8, 1867.

Detailed regulations arranged between the General Post Office of the United Kingdom of Great Britain and Ireland, and the General Post Office of the United States of America, for the execution of the convention of the eighteenth day of June, 1867.

ARTICLE 1. The following shall be the regulations for the exchange of mails between the British and the United States post offices:

1. The office of London shall exchange mails with the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco.

2. The office of Liverpool shall exchange mails with the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco.

3. The office of Southampton shall exchange mails with the offices of Boston, New York, Philadelphia, and San Francisco.

4. The office of Dublin shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.

5. The office of Cork shall exchange mails with the offices of New York and San Francisco.

6. The office of Londonderry shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.

7. The office of Glasgow shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.

8. The office of Bermuda shall exchange mails with the offices of Boston and New York, via Halifax, (Nova Scotia.)

9. The office of New York shall send mails to the British packet office at St. Thomas, (West Indies.)

10. The British packet office at Panama (United States of Colombia) shall exchange mails with the offices of New York and San Francisco.

11. The office of New York shall send mails to the British packet office at Colon.

12. The office of New York shall send mails to the British packet office at San Juan, (Porto Rico.)

ARTICLE 2. The correspondence forwarded in the mails from the office of Bermuda to the offices of Boston and New York, and *vice versa*, shall not give rise to any account between the British and the United States post offices. Each office shall levy its own rates of postage.

ARTICLE 3. The mails which are sent from the office of New York to the British packet office at St. Thomas shall comprise correspondence passing between the United States of America and the British and foreign West Indies. Upon the correspondence despatched from New York to St. Thomas, addressed to any foreign port in the West Indies, the United States post office shall account to the British post office at the rate of fourpence per half ounce for letters, and one penny each for newspapers.

The mails which are exchanged between the British packet office at Panama and the offices of New York and San Francisco shall comprise correspondence passing between the States on the western coast of South America, or the British colonies of Australia, and New Zealand and the United States of America. Upon the correspondence despatched from New York or San Francisco to Panama, addressed to any of those States or colonies, the United States post office shall account to the British post office as follows:

1. Upon correspondence addressed to the States on the western coast of South America—1s. 0d. for each half-ounce letter; 2d. for each newspaper; 3d. per four ounces for book packets.

2. Upon correspondence addressed to the British colonies in Australia or to New Zealand—6d. for each half ounce letter; 2d. for each newspaper; 3d. per four ounces for book packets.

The same rates shall be accounted for by the United States post office upon unpaid letters and newspapers originating in the States on the western coast of South America, in Australia or New Zealand, despatched from Panama, addressed to the United States. The mails which are exchanged between the British packet office at Colon and the office of New York shall comprise correspondence passing between the United States of Colombia and the United States of America. Upon the correspondence despatched from New York to Colon, ad-

dressed to the United States of Colombia, the United States post office shall account to the British post office at the rate of fourpence per half ounce letter, and one penny each for newspapers. The mails which are sent from the post office of New York to the British packet office at San Juan (Porto Rico) shall comprise correspondence passing between the United States of America and the island of Porto Rico. Upon the correspondence despatched from New York addressed to Porto Rico the United States post office shall account to the British post office at the rate of fourpence per half ounce for letters, and one penny each for newspapers.

ARTICLE 4. Upon ordinary correspondence despatched from the United States in ordinary mails, by way of the United Kingdom, addressed to the countries and colonies enumerated in table A annexed to the present regulations, the United States post office shall account to the British post office for the rates of postage set forth in that table.

ARTICLE 5. Upon ordinary correspondence despatched from the United Kingdom in ordinary mails, by way of the United States, addressed to the countries and colonies enumerated in table B annexed to the present regulations, the British post office shall account to the United States post office at the rates of postage set forth in that table.

ARTICLE 6. The exchange of registered letters and other postal packets between the post offices of the United Kingdom and the post offices of the United States shall be regulated as follows: The letters, &c., shall be entered, with all the necessary details, on special lists according to the form C annexed to the present regulations. The registered letters, &c., and the nominal list shall be then tied together with a cross string and placed in a canvas bag of an orange color, which shall be securely tied at the neck by a string, the ends of which shall be sealed with the seal of the despatching office. The registered letters thus made up shall be placed in the mail of which they form part. The number of registered letters entered on the special list must be specified at full length, in words, in the place reserved for the purpose at the foot of the letter bill. If it should happen that there are no registered letters to be forwarded, a blank list shall be sent enclosed as usual in the orange-colored canvas bag. The special lists shall be retained by the office to which they are sent, which shall simply acknowledge the receipt, numerically, of the registered letters received by it by the next list which it shall have to send to the corresponding office. In case of any difference or error being discovered on the opening of the mails, the attention of the despatching office shall be called to the circumstance by the first post.

ARTICLE 7. The United States post office may deliver to the British post office registered letters, newspapers, book packets, and patterns or samples of merchandise addressed to the undermentioned countries or colonies, viz:

Cape of Good Hope; Ceylon; Constantinople; East Indies; Egypt; viz: Alexandria, Suez, and Cairo; Falkland Islands; Gambia; Gibraltar; Gold Coast; Hong Kong; Java; Lagos; Labuan; Liberia; Malta; Mauritius; Natal; New South Wales; Queensland; St. Helena; Sierra Leone; South Australia; Tasmania; Victoria; Western Australia.

On its side, the British post office may deliver to the United States post office registered letters addressed to the undermentioned colonies: Canada, New Brunswick, Nova Scotia.

ARTICLE 8. The following regulations shall be observed with respect to the registered letters referred to in the preceding article:

The United States post office shall account to the British post office for the sum of fourpence, in addition to the postage due to the British post office, upon every registered letter, newspaper, book packet, and pattern or sample of merchandise originating in the United States, and addressed to any of the countries or colonies enumerated in the preceding article.

On its side the British post office shall account to the United States post

office for the sum of eight cents, in addition to the postage due to the United States post office, upon every registered letter originating in the United Kingdom, and addressed to any of the colonies enumerated in the preceding article.

ARTICLE 9. Every mail passing between the offices of exchange of the respective post offices shall be accompanied by a letter-bill specifying the amount of postage due to each office on each class of correspondence.

The office to which the mail is addressed shall acknowledge its receipt by the next post.

The letter-bills from the offices of London, Liverpool, Southampton, Dublin, Cork, Londonderry, and Glasgow, for the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco, shall be in conformity with the form D annexed to the present regulations.

The letter-bills from the office of Bermuda for the offices of Boston and New York shall be in conformity with the form E, annexed to the present regulations.

The forms of letter-bills which the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco shall use in their communications with the foregoing British offices of exchange shall agree with the patterns above described.

The letter-bill from the offices of New York and San Francisco for the British packet office at Panama shall be in conformity with the form F annexed to the present regulations.

The letter-bill from the office of New York for the British packet office at Colon shall be in conformity with the form G annexed to the present regulations.

The letter-bill from the office of New York for the British packet office at St. Thomas shall be in conformity with the form H annexed to the present regulations.

ARTICLE 10. The respective offices of exchange shall mark with red ink, in ordinary figures, on the upper right hand corner of the address of paid letters passing in transit, the amount due to the office to which the letters are transmitted, and, in like manner, shall mark with black ink, on unpaid letters passing in transit, the amount due to the despatching office.

ARTICLE 11. The respective offices of exchange shall divide the correspondence which they shall mutually exchange into as many distinct packets as there are different articles in the letter-bills. To each packet shall be attached a label showing the number of the article in the account, as well as the amount of postage to be brought to account in respect to the matter covered by the label. The labels which the respective offices of exchange shall make use of in virtue of the provisions of the previous article shall be printed as follows: 1. On pink paper for paid international correspondence. 2. On yellow paper for paid transit correspondence. 3. On white paper for unpaid correspondence, whether international or transit. 4. And on blue paper for matter giving rise to no account.

ARTICLE 12. Dead letters, newspapers, &c., which cannot be delivered, from whatever cause, shall be mutually returned after the expiration of every month. Such of those letters, &c., as shall have been charged in the account shall be returned for the same amount of postage which was originally charged by the sending office, and shall be allowed in the discharge of the account of the office to which they were transmitted. Dead letters, &c., which may have been received in closed mails, and which cannot be produced by the office which has to claim the amount, shall be admitted for the same weight and amount of postage which was originally charged upon such letters, &c., in the accounts of the respective offices, on a declaration or on lists vouching for the amount of postage demanded.

ARTICLE 13. Letters forwarded for the purpose of annoying or injuring the parties to whom they are addressed, (the postage of which both offices are

authorized to return to the public, even after they have been opened,) may be included and admitted with the dead letters mutually returned.

ARTICLE 14. Ordinary or registered letters, book packets, and patterns of merchandise misdirected or missent, shall be reciprocally returned without delay through the respective offices of exchange, for the same weight and amount of postage at which they were charged by the despatching office to the other office. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid by the receivers.

ARTICLE 15. The articles agreed upon between the post office of the United Kingdom of Great Britain and Ireland and the post office of the United States, on the 14th of May, 1849, for carrying into execution the convention of the 15th of December, 1848, shall cease to have effect from the date of the day when the present detailed regulations shall be put into execution.

Done in duplicate, and signed in London on the ninth day of August, one thousand eight hundred and sixty-seven, and in Washington on the fifth day of September, one thousand eight hundred and sixty-seven.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.
MONTROSE.

[SEAL.]

A.—Table showing the rates of postage to be accounted for by the United States post office to the British post office upon letters, newspapers, book packets, and patterns or samples of merchandise conveyed in transit through the United Kingdom, in ordinary mails, between the United States and the undermentioned countries and colonies.

Countries and colonies.	Paid correspondence delivered by the United States post office to the British post office.			Unpaid correspondence delivered by the British post office to the United States post office.*		
	Rate for a single letter.	Rate for each newspaper.	Rate for a book packet or packet of patterns not exceeding 4 ounces.	Rate for a single letter.	Rate for each newspaper.	Rate for a book packet or packet of patterns not exceeding 4 ounces.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Africa, foreign possessions on the west coast.	12	2	6	20	2	6
Australia via Southampton	12	4	8	20	4	8
Australia via Marseilles	20	6	12	28	6	12
Brazil	24	2	Cannot be sent.	32	2	.....
Buenos Ayres	24	b 2	6	32	b 2	6
Cape of Good Hope	24	2	6	32	2	6
Ceylon via Southampton	12	4	8	20	4	8
Ceylon via Marseilles	20	6	12	28	6	12
China (exc. Hong Kong) via Southampton	24	4	8	32	4	8
China (exc. Hong Kong) via Marseilles	32	6	12	40	6	12
Constantinople	a 12	b 4	8	c 26	b 4	8
East Indies via Southampton	12	b 6	8	20	b 6	8
East Indies via Marseilles	20	b 6	12	28	b 6	12
Egypt via Southampton	12	2	6	20	2	6
Egypt via Marseilles	a 12	b 4	8	c 20	b 4	8
Falkland Islands	12	2	6	20	2	6
Gambia, Gold Coast, Gibraltar	12	2	6	20	2	6
Hong Kong via Southampton	24	4	8	32	4	8
Hong Kong via Marseilles	32	6	12	40	6	12
Japan via Southampton	24	4	Cannot be sent.	32	4	.....
Japan via Marseilles	32	6	Cannot be sent.	40	6	.....
Java via Southampton	24	b 4	8	32	b 4	8
Java via Marseilles	32	b 6	12	40	b 6	12
Labuan via Southampton	24	4	8	32	4	8
Labuan via Marseilles	32	6	12	40	6	12
Legos	12	2	6	20	2	6
Liberia	12	2	6	20	2	6
Malta via Southampton	12	2	6	20	2	6
Malta via Marseilles	a 12	b 4	8	c 20	b 4	8
Mauritius via Southampton	12	4	8	20	4	8
Mauritius via Marseilles	20	6	12	28	6	12
Montevideo	24	b 2	6	32	b 2	6
Natal	24	2	6	32	2	6
Penang and Singapore via Southampton	24	b 4	8	32	b 4	8
Penang and Singapore via Marseilles	32	b 6	12	40	b 6	12
Philippine Islands via Southampton	24	4	Cannot be sent.	32	4	.....
Philippine Islands via Marseilles	32	6	Cannot be sent.	40	6	.....
St. Helena	24	2	6	32	2	6
Sierra Leone	12	2	6	20	2	6

* In addition to these rates the United States post office is to account to the British office for threepence for every pound of newspapers, book packets, and patterns, according to the weight in bulk.

NOTE.—The rates of postage having the letter *a* prefixed increase by an additional rate for every 7½ grams or fraction thereof. Those marked *c* increase according to two different principles, 8 cents being reckoned for each rate of 15 grams, and the remainder for each rate of 7½ grams. Upon letters for all other places an additional rate is to be reckoned for every 15 grams or fraction of 15 grams. Where the letter *b* is prefixed an additional rate is to be accounted for for each four ounces or fraction of four ounces if a single newspaper exceed four ounces in weight. In all other cases the postage is for each newspaper without regard to its weight. The rates set down for book packets and patterns are to be accounted for for each four ounces or fraction thereof. The book and pattern post to Egypt extends only to Alexandria, Cairo, and Suez.

B.—Table showing the rates of postage to be accounted for by the British post office to the United States post office upon letters, newspapers, book packets, unsealed circulars, and patterns or samples of merchandise, despatched from the United Kingdom via the United States to the undermentioned countries and colonies.

Countries and colonies.	Postage on letters per ounce rate of half an ounce.	Postage on printed matter.			
		For each newspaper.	Book packets.	Unsealed circulars.	Periodicals and all other kinds of printed matter.*
Acapulco	<i>Cts.</i> 10	<i>Cts.</i> 2	4 cents for each 4 ounces or fraction of 4 ounces.	2 cents for each 3 circulars or less number to one address.	2 cents for each 4 ounces or fraction of 4 ounces.
Aspinwall.....	10	2	.....do.....	.....do.....	.....do.....
Belize, British Honduras.....	10	2	.....do.....	.....do.....	.....do.....
Brazils.....	10	2	.....do.....	.....do.....	.....do.....
British North American provinces and possessions.	10	2	.....do.....	.....do.....	.....do.....
Central America, Pacific slope via Panama.	10	2	.....do.....	.....do.....	.....do.....
China.....	10	2	.....do.....	.....do.....	.....do.....
Costa Rica.....	10	2	.....do.....	.....do.....	.....do.....
Cuba.....	10	2	.....do.....	.....do.....	.....do.....
Guatemala.....	10	2	.....do.....	.....do.....	.....do.....
Japan.....	10	2	.....do.....	.....do.....	.....do.....
Mexico, direct from New York.	10	2	.....do.....	.....do.....	.....do.....
Nicaragua, Pacific slope via Panama.	10	2	.....do.....	.....do.....	.....do.....
Panama.....	10	2	.....do.....	.....do.....	.....do.....
Sandwich Islands.....	10	2	.....do.....	.....do.....	.....do.....
St. Thomas, by Brazilian line of United States packets from New York.	10	2	.....do.....	.....do.....	.....do.....
Venezuela, by American and Venezuelan packet.	10	2	.....do.....	.....do.....	.....do.....
West Indies, British.....	10	2	.....do.....	.....do.....	.....do.....

* This embraces all pamphlets, occasional publications, handbills and posters, book manuscripts and proof-sheets, whether corrected or not, maps, prints, engravings, sheet music, blanks, flexible patterns, samples and sample cards of dry, flexible materials, phonographic paper, letter envelopes, postal envelopes or wrappers, cards, paper, plain or ornamental, photographs on cards, photographic representations of different types, seeds, cuttings, bulbs, roots, and scions. Samples must be confined to samples and sample cards of dry, flexible material. Packages of hardware, groceries, tobacco, &c., are subject to full letter rate of postage under existing laws of the United States, and hence cannot be forwarded through the United States to countries beyond at less than letter rate of postage.

C.—Registered letter list for the United States.

[Date stamp.]

ADDRESSES OF REGISTERED LETTERS FORWARDED FROM THE POST OFFICE _____
 TO THE POST OFFICE _____, IN THE MAIL OF THE _____ DAY OF _____, 186-
 BY THE SHIP _____.

No.	Origin.	To whom addressed.	Destination.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

Credit to the United States (included in the entries on the letter bill) on account of the letters sent herewith.

Article in letter bill.	Art. 6.		Art. 7.		Art. 8.		Art. 9.		Art. 10.		Art. 11.		Art. 12.		Art. 13.	
	Lbs.	Oz.	Dls.	Cts.	Dls.	Cts.	Lbs.	Oz.	Lbs.	Oz.	Dls.	Cts.	Dls.	Cts.	Dls.	Cts.
Statement by British office																
Statement by United States office.																

_____, (Signature of despatching officer.)

_____, (Signature of receiving officer.)

Acknowledgement of the receipt of registered letters from the United States.

The * _____ registered letters despatched from the post office _____ to the post office _____ by the mail of the _____, and † _____ despatched by the mail of the _____, have been duly received.

(Signed) _____.

POST OFFICE _____,
 _____ day of _____ 186-.

* Here state in writing the number of letters.

† This space must be used when two mails have been received since the last mail was despatched.

D.—Letter bill for the correspondence between the United Kingdom and the United States.

MAIL FROM _____ TO _____ BY THE SHIP _____.

POST OFFICE _____, THE _____ DAY OF _____, 18__.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

	Statement by the British office.		Statement by the U. States office.	
	Grams.		Grams.	
TABLE 1.—Unpaid correspondence to the credit of the British office.				
1. Unpaid and insufficiently paid international letters, at — cents per 30 grams.....				
2. Unpaid letters for countries in transit through the United States, at 10 cents per 15 grams each letter.....	Dollars.	Cents.	Dollars.	Cents.
3. Unpaid letters from countries in transit through the United Kingdom.....				
4. Unpaid newspapers, book packets, and patterns of merchandise from countries in transit through the United Kingdom. { Charge from place of origin to United Kingdom..... Sea rate from United Kingdom to United States, at 12 cents per kilogram.....	Grams.		Grams.	
5. Mis-sent, redirected, and returned letters received from the United States.....	Dollars.	Cents.	Dollars.	Cents.
TABLE 2.—Paid correspondence to the credit of the United States office.				
6. Paid international letters, at — cents per ounce.....	Lbs.	Ozs.	Lbs.	Ozs.
7. Paid letters for the United States from countries in transit through the United Kingdom, at 3 cents per half ounce each.....	Dollars.	Cents.	Dollars.	Cents.
8. Paid letters for countries in transit through the United States.....	Lbs.	Ozs.	Lbs.	Ozs.
9. Paid newspapers for the United States, at — cents per pound.....				
10. Paid book packets and patterns of merchandise for the United States, at — cents per pound.....				
11. Paid newspapers for countries in transit through the United States.....	Dollars.	Cents.	Dollars.	Cents.
12. Paid book packets and patterns of merchandise for countries in transit through the United States.....				
13. Fees on registered letters, &c., the postage being included in the foregoing articles.....				
14. Sum represented by the postage stamps affixed to insufficiently prepaid letters brought to account under article 1.....				
TABLE 3.—Correspondence which forms no account between the two offices.				
15. Letters from countries in transit through the United Kingdom, the United States postage upon which has not been paid.....	Number.		Number.	

— Registered letters are sent in this mail, the addresses of which are entered on a separate bill.

D.—*Letter bill for the correspondence between the United Kingdom and the United States—Continued.*

TABLE 4.— <i>Closed mails for the United States and countries in transit through the United States.</i>		Statement by the British office.			Statement by the U. States office.		
Origin.	Destination.	Number of mails.	Weight of letters.	Weight of printed papers.	Number of mails.	Weight of letters.	Weight of printed papers.
France: Paris.....	United States.....		Oz.	Oz.		Oz.	Oz.
Havre.....	do.....						
Travelling office, Paris to Calais.....	do.....						
Travelling office, Lille to Calais.....	do.....						
Belgium: Ostend.....	do.....						
Antwerp.....	do.....						
Travelling office, Ostend.....	do.....						
Prussia: Aix-la-Chapelle.....	do.....						
Italy: Travelling office, Turin to Susa.....	do.....						
England: London.....	Havana.....						
Do.....	Mexico.....						
Do.....	Honolulu.....						
Do.....	Canada.....						
Do.....	Nova Scotia.....						
Do.....	New Brunswick.....						
Do.....	Prince Edward Island.....						
Do.....	Belize.....						
Do.....	British Columbia.....						
Do.....	Vancouver's Island.....						
Do.....	Panama.....						
Do.....	Colon.....						

E.—*Letter bill from Bermuda to ———.*

POST OFFICE, BERMUDA, THE ____ OF ____.

MAIL FORWARDED THIS DAY BY THE ____ PACKET, VIA HALIFAX.

	Statement of despatching office.		Verification of receiving office.	
	Number of letters.	Amount of postage.	Number of letters.	
British sea postage on paid letters sent to				
Not exceeding $\frac{1}{2}$ ounce.....				
Above $\frac{1}{2}$ ounce and not exceeding 1 ounce ..				
Various weights above 1 ounce.....				
Total.....				

(Signature of despatching officer.)

(Signature of receiving officer.)

NOTE.—This letter bill, on arrival at _____, to be forwarded to the General Post Office, London.

F.—Letter bill for the correspondence between the United States and the western coast of South America, Australia, or New Zealand.

MAIL FROM _____ TO PANAMA, BY THE _____.

POST OFFICE, _____, _____, 186_____

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

Number	Description of correspondence.	Statement by the U. States office.		Verification by the British office.	
		Dollars.	Cents.	Dollars.	Cents.
	<p>§ I. <i>Correspondence for the western coast of South America.</i></p> <p>Paid letters, at 1s. per half ounce</p> <p>Paid newspapers, at 2d. each</p> <p>Paid book packets</p>				
	<p>§ II. <i>Correspondence for Australia or New Zealand.</i></p> <p>Paid letters, at 6d. per half ounce</p> <p>Paid newspapers, at 2d. each</p> <p>Paid book packets</p>				

Postmaster of _____

G.—Letter bill.

MAIL FROM _____ TO COLON, BY THE _____.

POST OFFICE, _____, _____, 186_____

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

Number.	Paid letters, &c., to be placed to the credit of the British office.	Statement by the U. States office.		Verification by the British office.	
		Dollars.	Cents.	Dollars.	Cents.
	Paid letters from the United States for foreign ports.....				
	Paid newspapers from the United States for foreign ports.....				
	Total				

Postmaster of _____

H.—Letter bill for the correspondence between the United States and the West Indies, &c.

MAIL FROM _____ TO ST. THOMAS, BY THE _____

POST OFFICE, _____, _____, 186_____

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

Number.	§ I. Paid letters, &c., to be placed to the credit of the British office.	Statement by the U. States office.		Verification by the British office.	
		Dollars.	Cents.	Dollars.	Cents.
	Paid letters from the United States for foreign ports.....				
	Paid newspapers from the United States for foreign ports.....				
	Total				
§ II. Letters, newspapers, &c., which form no charge between the two offices.					Number.
Unpaid letters from the United States for British colonies, &c.....					
Newspapers from the United States for British colonies, &c.....					

Postmaster of _____

Convention for the regulation of the postal intercourse between the United States of America and Belgium.

The Post Office Departments of the United States of America and of Belgium being desirous to regulate, by a new convention, the postal intercourse between the two countries, the undersigned, being duly authorized by their respective governments, have agreed upon the following articles :

ARTICLE 1. There shall be an exchange of correspondence, by means of their respective post departments, between the United States of America and Belgium, and this correspondence shall embrace : 1. Letters, ordinary and registered. 2. Newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds, and such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which they may respectively serve as intermediaries.

ARTICLE 2. The offices for the exchange of mails shall be (a) on the part of the United States: 1. New York; 2. Boston; (b) on the part of Belgium: 1. Antwerp; 2. Ostend, (travelling office;) 3. Ostend, (local.) The two post departments may at any time discontinue either of said offices of exchange, or establish others.

ARTICLE 3. Each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of communication, and shall at its own cost pay the expense of such intermediate transportation. It is also agreed that the cost of international, ocean, and territorial transit of the closed mails between the respective frontiers shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of postage, and rule of progression, shall be—

1. For letters, 15 grams.

2. For all other correspondence mentioned in the second paragraph of the first article, that which each department shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of its interior administration; but each office shall give notice to the other of the standard weight it adopts, and of any subsequent changes thereof.

The rule of progression shall always be an additional single rate for each additional single weight or fraction thereof.

The weight stated by the despatching office shall always be accepted, saving the case of manifest mistakes.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the United States and Belgium shall be as follows:

1. On prepaid letters from the United States, 15 cents.

2. On prepaid letters from Belgium, 80 centimes.

3. On all other correspondence mentioned in the second paragraph of the first article, the rate shall be, for the mails sent, that which the despatching office shall adopt in conformity with the convenience and habits of its interior administration; but each office shall give notice to the other of the rate it adopts, and of any subsequent change thereof.

ARTICLE 6. Whenever there shall be established a direct line of steam communication between the ports of the United States and of Belgium, adapted to the regular transportation of the mails between the two countries, and acceptable to the two departments, it is agreed that the international single letter rate applicable to this route shall be reduced to 10 cents in the United States and 50 centimes in Belgium, of which six cents (30 centimes) shall represent the maritime rate; and for the other correspondence mentioned in the second paragraph of the first article, the maritime rate in such case shall be 10 cents (50 centimes) per kilogram; but this article shall not be carried into effect until a time upon which the two post departments shall hereafter agree.

ARTICLE 7. The prepayment of postage on ordinary letters shall be optional, subject to the condition in article 8 mentioned; but on registered letters, and on all other correspondence mentioned in the second paragraph of the first article, it shall be compulsory.

ARTICLE 8. If, however, the postage on any article shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, charged with the deficient postage. Upon the delivery of any unpaid or insufficiently paid letter, or of any other insufficiently paid correspondence, there shall be levied a fine in the United States of 5 cents, in Belgium of 30 centimes; this fine, as well as the deficient postage on other articles than letters, shall not enter into the accounts between the two offices, but shall be retained to the use of the office collecting the same.

ARTICLE 9. Registered articles shall, in addition to the postage, be subject to a register fee of 10 cents in the United States and of 50 centimes in Belgium, and this fee shall always be prepaid.

Each office is at liberty to reduce this fee for the mails it despatches.

ARTICLE 10. Any correspondence may be registered, not only for international correspondence, but also for correspondence originating in or destined for other countries to which these two administrations may respectively serve as intermediaries for the transmission of such registered articles.

Each department shall notify the other of the countries to which it may thus serve as intermediary.

ARTICLE 11. Accounts between the two offices shall be fixed on the following basis: From the total amount of international postages and register fees collected in each country on letters, added to the total amount of prepaid postages and register fees on other articles sent, the despatching office shall deduct the amount required, at the agreed rate, for the intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be equally divided between the two offices.

ARTICLE 12. The correspondence mentioned in the second paragraph of the first article shall be despatched under regulations to be established by the despatching office, but these shall embrace the following:

1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom, or to whom, the packet is sent, and the numbers placed upon the patterns or samples of merchandise.

2. No packet may exceed two feet in length, or one foot in any other dimension.

3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

4. So long as any customs duty is chargeable on any article sent to the United States, it may be levied for the use of the customs.

5. Except as above no charge whatever shall be collected on the mails exchanged, otherwise than herein expressly provided.

ARTICLE 13. The post departments of the United States and of Belgium shall establish, by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may exchange, in open mails, the correspondence originating in or destined to other foreign countries to which they may respectively serve as intermediaries. It is, however, always understood that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and any other tax for exterior service.

ARTICLE 14. Each office accords to the other the privilege of transit of the closed mails exchanged in either direction between the latter and any country to which the former may serve as intermediary, by its usual means of mail transportation, whether on sea or land.

For such transit, on its part, the United States office shall receive as follows:

1. For transit across its territory for letters, $1\frac{1}{2}$ cents per single letter rate; for other articles, 12 cents per kilogram, net weight.

2. For transit across the waters of the Atlantic ocean for letters, 8 cents per single letter rate; for other articles, 12 cents per kilogram, net weight.

3. For transit across the waters of the Pacific ocean for letters, 10 cents per single letter rate; for other articles, 20 cents per kilogram, net weight.

For such transit, on its part, the office of Belgium shall receive as follows, for transit across its territory and the English channel:

1. For letters, 5 centimes per single letter rate.

2. For other articles, 40 centimes per kilogram, net weight.

ARTICLE 15. The postal accounts between the two offices shall be stated

quarterly, transmitted and verified as speedily as practicable, and the balance found due shall be paid to the creditor office either by exchange on London or at the debtor office, as the creditor office may desire.

The rule for the conversion of the money of the two countries shall be established by common agreement between the two offices.

ARTICLE 16. When in any United States or Belgian port a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 17. Official communications addressed from one office to the other shall not be the occasion of accounts between the two offices.

ARTICLE 18. The two offices shall, by mutual consent, make detailed regulations for carrying these articles into execution, and modify such regulations in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 19. Letters wrongly sent, wrongly addressed, or not deliverable for any cause, shall be returned to the despatching office at its expense for the return, if any shall be incurred. Registered articles, in the second paragraph of the first article mentioned, shall also be returned. Other articles shall be left to the disposition of the receiving office. Any postages not collected upon the correspondence returned, but which shall have been charged against the receiving office, shall be deducted from the account.

ARTICLE 20. In consideration of the concessions made by the United States post department, it is agreed that a reduction of 20 per cent shall be made in favor of the United States office from the charge of 40 centimes per kilogram established in article 14 for the transit of the articles mentioned in the second paragraph of the first article of this convention, and which shall be despatched from the United States.

ARTICLE 21. From the time this convention shall take effect, all former conventions between the two offices shall cease to be in force, except for the purpose of closing the accounts arising thereunder.

This convention shall take effect on the first day of January next. It shall continue in force until cancelled by agreement of the two offices, or until one year from the time when either office shall have given notice to the other of its wish to terminate the same.

This convention shall be subject to the approval of the Postmaster General of the United States and of the Minister of Public Works of Belgium.

Executed in duplicate, at Brussels, this 21st day of August, in the year of our Lord 1867.

[SEAL.]

JOHN A. KASSON,
Special Commissioner, &c., &c.
FASSIAUX,

[SEAL.]

Director General of Railroads, Posts, and Telegraphs.

POST OFFICE DEPARTMENT,

Washington, October 8, 1867.

Having examined and considered the foregoing articles of a convention for the regulation of the postal intercourse between the United States of America and Belgium, which were agreed upon and signed in duplicate, at Brussels, on the twenty-first day of August, one thousand eight hundred and sixty-seven, by the honorable John A. Kasson, Special Commissioner, &c., &c., on behalf of this department, and by Mr. Fassiaux, Director General of Railroads, Posts, and Telegraphs, on behalf of the Belgium post department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof, I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEXANDER W. RANDALL,
Postmaster General.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL]

ANDREW JOHNSON.

By the President:

F. W. SEWARD, *Acting Secretary.*

DEPARTMENT OF STATE, *Washington, October 9, 1867.*

Convention between the General Post Office of the United States of America and the General Post Office of the Netherlands.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles for the amelioration of the postal service between the United States of America and the Kingdom of the Netherlands:

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the Kingdom of the Netherlands, by means of their respective post departments, and this correspondence shall embrace: 1. Letters, ordinary and registered; 2. Newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds.

And such correspondence may be exchanged, whether originating in either of said countries and destined for the other or originating in or destined for foreign countries to which these may respectively serve as intermediaries.

ARTICLE 2. The offices for the exchange of mails shall be, on the part of the United States: 1. New York; 2. Boston. On the part of the Netherlands: the travelling office Moerdyk.

Each post department may at any time, after notice to the other, discontinue either of the offices of exchange on its side, always leaving one office, and the two offices by agreement may at any time establish additional offices of exchange.

ARTICLE 3. Each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of communication, and shall at its own cost pay the expense of such intermediate transportation. It is also agreed that the cost of international ocean and territorial transit of the closed mails between the respective frontiers shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance; and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of international postage and rule of progression shall be:

1. For letters, fifteen grams.

2. For all other correspondence mentioned in the second paragraph of the first article, that which the despatching office shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the standard weight it adopts, and of any subsequent change thereof.

The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the two administrations, subject to the reserve mentioned in article eight, shall be as follows :

1. On letters from the United States, fifteen cents, (U. S.)

2. On letters from the Netherlands, forty cents, (Dutch.)

3. On all other correspondence mentioned in the second paragraph of the first article the rate shall be, for the mails despatched, that which the despatching office shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof.

ARTICLE 6. Whenever a regular line of steam communication, acceptable to the two offices, may be employed directly between any port of the United States and any port of the north of Europe at such rates that the entire cost of transportation between the two frontiers shall not exceed for each single letter rate five cents, (United States,) and for each kilogram of other correspondence ten cents, (United States,) in that case it is agreed that the international single letter rate of postage by such line shall be reduced to ten cents (United States) from the United States, and twenty-five cents (Dutch) from the Netherlands; and the two offices shall, by common accord, fix the time when this reduction shall take effect.

ARTICLE 7. The prepayment of postage on ordinary letters shall be optional, subject to the conditions in article eight mentioned; but on registered letters, and on all other correspondence mentioned in paragraph the second of the first article, it shall be obligatory.

ARTICLE 8. If, however, the postage on any correspondence shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, charged with the deficient postage, adding full amounts instead of fractions of one cent, (United States,) or five cents, (Dutch.) Upon the delivery of any unpaid or insufficiently paid letter, or of any other insufficiently paid correspondence, there shall be levied a fine, in the United States not exceeding five cents, (United States;) in the Netherlands not exceeding fifteen cents, (Dutch.) This fine, and also the deficient postage on all other correspondence than letters, shall not enter into the accounts between the two offices, but shall be retained to the use of the collecting office.

ARTICLE 9. Registered correspondence shall, in addition to the postage, be subject to a register fee, not exceeding ten cents (United States) in the United States, and not exceeding twenty-five cents (Dutch) in the Netherlands; and this fee shall be always prepaid.

ARTICLE 10. Any correspondence may be registered, as well international correspondence as that originating in, or destined for, other countries to which these two administrations may respectively serve as intermediaries in either direction for the transmission of such registered articles. Each department shall notify the other of the countries to which it may thus serve as intermediary.

ARTICLE 11. Accounts between the two offices shall be regulated on the following basis : From the total amount of postages and register fees collected by each office on letters, added to the total amount of prepaid postages and register fees on other correspondence which it despatches, the despatching office shall deduct the amount required, at the agreed rate for the cost of the intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be divided between the two offices in the proportion of three-fifths to the United States office and two-fifths to the office of the Netherlands.

ARTICLE 12. The correspondence mentioned in the second paragraph of the first article shall be despatched under regulations to be established by the despatching office, but always including the following:

1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom and to

whom the packet is sent, the numbers, and the prices placed upon patterns or samples of merchandise.

2. No packet may exceed two feet in length or one foot in any other dimension, or the equivalent in Dutch measurement.

3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

4. So long as any customs or stamp duty may be chargeable on any articles exchanged in the mails, such duty may be levied for the use of the customs or stamp revenue.

5. Except as above, no charge whatever, otherwise than is herein expressly provided, shall be levied or collected on the correspondence exchanged.

ARTICLE 13. The two post departments shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange, in open mails, the correspondence originating in or destined to other foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and by any other tax for exterior service.

ARTICLE 14. Each office accords to the other the privilege of transit of closed mails exchanged in either direction between the latter and any country to which the other may serve as an intermediary, by its usual means of mail transportation, whether on sea or land. Such territorial transit shall be reciprocally free of expense. For such transit by sea the United States office shall receive as follows:

1. For transit across the waters of the Atlantic ocean, or between the two frontiers by sea: (a) for letters, eight cents (United States) per single letter rate; (b) for other correspondence, twelve cents (United States) per kilogram net.

2. For transit across the waters of the Pacific ocean: (a) for letters, ten cents (United States) per single letter rate; (b) for other correspondence, twenty cents (United States) per kilogram net.

For such transit by sea the Netherland office shall receive as follows, for transit across the waters of the Atlantic ocean, or between the two frontiers: (a) for letters, eight cents (United States) per single letter rate; (b) for other correspondence, twelve cents (United States) per kilogram net.

ARTICLE 15. The postal accounts between the two offices shall be stated quarterly, and transmitted and verified as speedily as practicable, and the balance found due shall be paid to the creditor office either by exchange on London or at the debtor office, as the creditor office may desire. The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 16. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 17. Official communications between the two offices shall not be the occasion of any accounts on either side.

ARTICLE 18. Letters wrongly sent or wrongly addressed, or not deliverable for whatever cause, shall be returned to the originating office at its expense, if any expense is incurred. Registered correspondence of all kinds not deliverable for any cause, shall also be returned in like manner; all other correspondence which cannot be delivered shall remain at the disposition of the receiving office. Any postages upon correspondence returned, which shall have been charged against the office of destination, shall be discharged from the account.

ARTICLE 19. The two offices shall by mutual consent establish detailed regulations for carrying these articles into execution, and they may modify such

regulations in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 20. This convention shall take effect on the first day of January next, and shall continue in force until terminated, by mutual agreement or otherwise, until one year from the date when one office shall have notified the other of its desire to terminate it; but the two offices may, by common accord, modify it at any time, as the exigencies of the service may require.

It is subject to approval, on the one part by the Postmaster General of the United States, on the other, by the Minister of Finance of the Netherlands.

Executed in duplicate, at the Hague, the twenty-sixth day of September, in the year 1867.

[SEAL.]

JOHN A. KASSON,
Special Commissioner, &c., &c., of the United States.
J. P. HOFSTEDE.

[SEAL.]

POST OFFICE DEPARTMENT,
Washington, October 18, 1867.

Having examined and considered the foregoing articles of a postal convention for the amelioration of the postal service between the United States of America and the kingdom of the Netherlands, which were agreed upon and signed in duplicate, at the Hague, the twenty-sixth day of September, one thousand eight hundred and sixty-seven, by the Hon. John A. Kasson, special commissioner, &c., on behalf of this department, and by Mr. J. P. Hofstede, chief director of the general post office of the Netherlands, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof, I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEXANDER W. RANDALL,
Postmaster General of the United States.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President:

F. W. SEWARD, *Acting Secretary of State.*

WASHINGTON, *October 18, 1867.*

Convention agreed upon between the Post Departments of the United States of America and of the North German Union for the amelioration of the postal service between the two countries.

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the North German Union, by means of their respective post departments, and this correspondence shall embrace: 1st, letters, ordinary and registered; 2d, newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds; and such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which these may respectively serve as intermediaries.

ARTICLE 2. The offices for the exchange of mails shall be—(a) on the part

of the United States: 1st, New York; 2d, Boston; 3d, Portland; 4th, Detroit; 5th, Chicago; (b) on the part of the North German Union: 1st, Aachen, (Aix-la-Chapelle); 2d, Bremen; 3d, Hamburg. The two post departments may at any time discontinue either of said offices of exchange, or establish others, by mutual consent.

ARTICLE 3. Each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of communication, and shall at its own cost pay the expense of such intermediate transportation. The two offices, however, mutually agree, that in making contracts for the despatch of mails from American ports, or from European ports, those steamers and lines should always be employed, so far as consistent with the rates of postage, by which the mails despatched shall earliest arrive at their destination, and, when the speed is substantially the same, that the most favorable pecuniary conditions should be preferred. It is also agreed, that the cost of international ocean and territorial transit of the closed mails between the respective frontiers shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of international postage and rule of progression shall be:

1. For letters, fifteen grams.

2. For all other correspondence mentioned in paragraph two of the first article, that which the despatching office shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the standard weight it adopts and of any subsequent change thereof. The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake; it is, however, understood that so long as the German office employs the loth as its standard for the single weight of letters which it despatches, it shall also be accepted by the United States office as the equivalent of fifteen grams, in respect to the mails which it receives from the German office.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the two administrations shall be as follows:

1. On letters from the United States via direct line of steamers to Hamburg and Bremen, (conditioned that the sea rate in such case shall not exceed five cents for single letter rate and ten cents per kilogram for other correspondence,) ten cents.

2. On letters from the North German Union via said direct line, (subject to same condition,) four silbergroschen.

3. On letters from the United States via England, fifteen cents.

4. On letters from the North German Union via England, six silbergroschen.

5. Of the international letter postage via England, the ocean single letter rate shall not exceed eight cents, nor shall the English and Belgium single letter transit rates exceed one cent each.

6. It is further agreed that, whenever any other regular line of steam communication, acceptable to the two offices, may be employed directly between any port of the United States and any port of the north of Europe at such rates that the entire cost of transportation between the two frontiers shall not exceed for each single letter rate five cents, and for each kilogram of other correspondence ten cents, in that case the international single rate of letter postage by such line shall be reduced to ten cents.

7. On all other correspondence mentioned in paragraph two of the first article the rate shall be, for the mails despatched, that which the despatching office

shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof.

ARTICLE 6. The prepayment of postage on ordinary letters shall be optional, subject to the conditions in article 7 mentioned, but on registered letters and on all other correspondence mentioned in paragraph two of the first article it shall be obligatory.

ARTICLE 7. If, however, the postage on any correspondence shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, but charged with the deficient postage. Upon the delivery of any unpaid or insufficiently paid letter or of any other insufficiently paid correspondence, there shall be levied in the United States a fine not exceeding five cents, and in the North German Union an additional charge not exceeding two silbergroschen. This fine or additional charge, as well as the deficient postage on all other correspondence than letters, shall not enter into the accounts between the two offices, but shall be retained to the use of the collecting office.

ARTICLE 8. The correspondence mentioned in paragraph two of the first article shall be despatched under regulations to be established by the despatching office, but always including the following :

1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom and to whom the packet is sent, and the number and price placed upon each pattern or sample of merchandise.

2. No packet may exceed two feet in length or one foot in any other dimension.

3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

4. So long as any customs duty may be chargeable on any article exchanged in the mails, such duty may be levied for the use of the customs.

It is further agreed, that, except a small local carrier's charge, (so long as it shall exist in the rural districts of North Germany,) no charge whatever, otherwise than is herein expressly provided, shall be levied or collected on the letters and other correspondence exchanged.

ARTICLE 9. Any correspondence may be registered, as well international correspondence as that originating in or destined for other countries to which these two administrations may respectively serve as intermediaries for the transmission of such registered articles. Each department shall notify the other of the countries to which it may thus serve as intermediary.

Each department shall use its best exertions for the safe delivery, or, when miscarried, for the recovery, of any registered correspondence, but is not responsible pecuniarily for the loss of any such correspondence.

ARTICLE 10. Registered correspondence shall, in addition to the postage, be subject to a registration fee not exceeding ten cents in the United States, and not exceeding two silbergroschen in the North German Union, and this fee shall be always prepaid.

ARTICLE 11. Accounts between the two offices shall be regulated on the following basis :

From the total amount of postages and register fees collected by each office on letters, added to the total amount of prepaid postages and register fees on other correspondence which it despatches, the despatching office shall deduct the amount required, at the agreed rate, for the cost of the intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be equally divided between the two offices.

ARTICLE 12. The two post departments shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails the correspond-

ence originating in or destined to other foreign countries to which they may reciprocally serve as intermediaries.

It is always understood, however, that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and by any other tax for exterior service.

But the North German office reserves the right to fix a time, if necessary, when this rule shall only apply to correspondence despatched from the United States for such other countries, unless the latter shall have accepted the same rule in behalf of the correspondence despatched through them by the North German office.

ARTICLE 13. Each office grants to the other the privilege of transit of the closed mails exchanged in either direction between the latter and any country to which the other may serve as intermediary, by its usual means of mail transportation, whether on sea or land, and the terms of transit shall be agreed upon when the exercise of the privilege is required.

ARTICLE 14. The postal accounts between the two offices shall be stated quarterly and transmitted and verified as speedily as practicable, and the balance found due shall be paid to the creditor office, either by exchange on London or at the debtor office, as the creditor office may desire.

The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 15. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 16. Official communications addressed from one office to the other shall not be the occasion of any accounts between the two offices.

ARTICLE 17. Letters wrongly sent, or wrongly addressed, or not deliverable for whatever cause, shall be returned to the originating office at its expense, if any expense is incurred. Registered correspondence of all kinds, not deliverable for any cause, shall also be returned, in like manner. All other correspondence which cannot be delivered shall remain at the disposition of the receiving office.

Any postages upon correspondence returned which shall have been charged against the office of destination shall be discharged from the account.

ARTICLE 18. In view of the possible desire of other German States to avail themselves of the advantages of postal association with the States now embraced in the North German Union, it is further agreed that the provisions of this convention shall be extended to and shall comprise them, whenever such other States shall declare their desire to join for this purpose, and notice thereof shall have been given to the United States post department.

ARTICLE 19. The two offices shall, by mutual consent, establish detailed regulations for carrying these articles into execution, and they may modify such regulations, in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 20. From the time this convention shall take effect, all former conventions between the two offices and between the United States office on the one part, and, on the other part, of Bremen and also Hamburg, shall cease to be in force, except for the settlement of accounts which shall have previously accrued thereunder. This convention, being first approved, shall take effect not later than the first day of January next, and shall continue in force until cancelled by mutual agreement, or otherwise, until one year from date when one office shall have given notice to the other of its desire to terminate it.

Executed in duplicate, at Berlin, the twenty-first day of October, one thousand eight hundred and sixty-seven.

[SEAL.]

JOHN A. KASSON,
Special Commissioner, &c., &c.

[SEAL.]

RICHARD V. PHILIPSBORN,
Director General of the Post Department.

POST OFFICE DEPARTMENT,
Washington, November 12, 1867.

Having examined and considered the foregoing articles of a convention for the amelioration of the postal service between the United States of America and the North German Union, agreed upon and executed in duplicate, at Berlin, the twenty-first day of October, one thousand eight hundred and sixty-seven, by Hon. John A. Kasson, special commissioner, &c., &c., on behalf of this department, and by Richard v. Philipsborn, director general of the post department of the North German Union, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post Office Department to be affixed hereto, with my signature, the day and year first above written.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed

[SEAL.]

ANDREW JOHNSON.

By the President:

WILLIAM H. SEWARD, *Secretary of State.*

WASHINGTON, November 12, 1867.

Convention for the amelioration of the postal intercourse between the United States of America and the Swiss Confederation.

The post department of the United States, by its special commissioner, John A. Kasson, esquire, and the federal council of the Swiss Confederation, by Dr. Jaques Dubs, vice-president of the federal council and chief of the federal post department, have agreed upon the following articles, subject to ratification by the respective authorities of the two countries:

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the Swiss Confederation by means of their respective post departments, and this correspondence shall embrace: 1. Letters ordinary and registered; 2. Newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds. Such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which these may respectively serve as intermediaries.

ARTICLE 2. The offices for exchange of mails shall be, on the part of the United States, New York; on the part of the Swiss Confederation, (a) Basle; (b) Geneva, (when the Swiss Confederation shall find it expedient.) The two offices, by agreement, may at any time establish additional offices of exchange.

ARTICLE 3. The principle is agreed, that each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of commu-

nication, and shall at its own cost pay the expense of such intermediate transportation. It is also agreed that the cost of international, ocean, and territorial transit of the closed mails between the frontiers of the two countries shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and which shall effect such transport in that case in both directions; and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of international postage and rule of progression shall be: 1. For letters, fifteen grams; 2. For all other correspondence mentioned in the second paragraph of the first article, that which the despatching office shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of the interior administration. But each office shall give notice to the other of the standard weight it adopts and of any subsequent change thereof. The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the two administrations, subject to the reserve mentioned in article 7, shall be as follows: 1. On letters from the United States, fifteen cents. 2. On letters from the Swiss Confederation, eighty centimes. 3. On all other correspondence mentioned in the second paragraph of the first article the rate shall be for the mails despatched that which the despatching office shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof.

ARTICLE 6. The prepayment of postage on ordinary letters shall be optional, subject to the conditions in article 7 mentioned; but on registered letters and on all other correspondence mentioned in paragraph second of the first article it shall be obligatory.

ARTICLE 7. If, however, the postage of any correspondence shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, charged with the deficient postage, adding full amounts instead of fractions of one cent or five centimes. Upon the delivery of any unpaid or insufficiently paid letter, or of any other insufficiently paid correspondence, there shall be levied a fine, in the United States not exceeding five cents, and in Switzerland not exceeding twenty-five centimes. This fine, and also the deficient postage on all other correspondence than letters, shall not enter into accounts between the two offices, but shall be retained to the use of the collecting office.

ARTICLE 8. Registered correspondence shall, in addition to the postage, be subject to a register fee not exceeding ten cents in the United States, and not exceeding fifty centimes in Switzerland, and this fee shall be always prepaid.

ARTICLE 9. Any correspondence may be registered, as well international correspondence as that originating in or destined for other countries to which these two administrations may respectively serve as intermediaries in either direction for the transmission of such registered articles. Each department shall notify the other of the countries to which it may thus serve as intermediary.

ARTICLE 10. Accounts between the two offices shall be regulated on the following basis: From the total amount of postages and register fees collected by each office on letters, added to the total amount of prepaid postages and register fees on other correspondence which it despatches, the despatching office shall deduct the amount required, at the agreed rate for the cost of intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be divided between the two offices in the proportion of three-fifths ($\frac{3}{5}$) to the United States office, and two-fifths ($\frac{2}{5}$) to the Swiss office.

ARTICLE 11. The correspondence mentioned in the second paragraph of the first

article shall be despatched under regulations to be established by the despatching office, but always including the following : 1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state to whom and from whom the packet is sent, and the numbers and prices placed upon patterns or samples of merchandise. 2. No packet may exceed two feet in length or one foot in any other dimension, or the equivalent in Swiss measurement. 3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination. 4. So long as any customs duty may be chargeable on any article exchanged in the mails, such duty may be levied for the use of the customs. 5. Except as above, no charge whatever, otherwise than is herein expressly provided, shall be levied or collected on the correspondence exchanged.

ARTICLE 12. The two post departments shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails the correspondence originating in or destined to the other foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and by any other tax for exterior service.

ARTICLE 13. Each office accords to the other the privilege of transit of closed mails, exchanged in either direction, between the latter and any country to which the other may serve as an intermediary, by its usual means of mail transportation, whether on sea or land. Such transit across its own territory shall be reciprocally free of expense.

For such transit, by sea, the United States office shall receive as follows :

1. For transit across the waters of the Atlantic ocean—
 - a. For letters, eight cents per single letter rate.
 - b. For other correspondence, twelve cents per kilogram net.
2. For transit across the waters of the Pacific ocean—
 - a. For letters, ten cents per single letter rate.
 - b. For other correspondence, twenty cents per kilogram net.

For such transit, by sea, the Swiss office shall receive as follows :

- For transit across the waters of the Atlantic ocean—
- a. For letters, eight cents per single letter rate.
 - b. For other correspondence, twelve cents per kilogram net.

For intermediate territorial transit, each office shall receive the amount it actually disburses for such transit.

ARTICLE 14. The postal accounts between the two offices shall be stated quarterly, and transmitted and verified as speedily as practicable ; and the balance found due shall be paid to the creditor office either by exchange on London or Paris, or at the debtor office, as the creditor office may desire. The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 15. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 16. Official communications between the two offices shall not be the occasion of any accounts on either side.

ARTICLE 17. Letters wrongly sent, or wrongly addressed, or not deliverable for whatever cause, shall be returned to the originating office at its expense, if any expense is incurred. Registered correspondence of all kinds, not deliverable for any cause, shall also be returned in like manner. All other correspondence which cannot be delivered shall remain at the disposition of the receiving

office. Any postages upon correspondence returned which shall have been charged against the office of destination, shall be discharged from the account.

ARTICLE 18. The two offices shall, by mutual consent, establish detailed regulations for carrying these articles into execution, and they may modify such regulations, in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 19. This convention shall take effect at a time to be fixed by common accord of the two administrations, and shall continue in force until terminated by mutual agreement, or otherwise, until one year from the date when one office shall have notified the other of its desire to terminate it.

Executed in duplicate, at Berne, this eleventh day of October, A. D. 1867.

JOHN A. KASSON,

Special Commissioner, &c.

DR. J. J. DUBS,

Vice-President of the Federal Council, and

Chief of the Federal Post Department.

POST OFFICE DEPARTMENT,

Washington, November 12, 1867.

Having examined and considered the foregoing articles of a convention for the amelioration of the postal intercourse between the United States of America and the Swiss Confederation, which were agreed upon and executed in duplicate, at Berne, on the eleventh day of October, one thousand eight hundred and sixty-seven, by honorable John A. Kasson, special commissioner, &c., &c., on behalf of this department, and by Dr. Jaques Dubs, vice-president of the federal council and chief of the federal post department, on behalf of the federal council of the Swiss Confederation, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEX. W. RANDALL,

Postmaster General.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President:

WILLIAM H. SEWARD, *Secretary of State.*

WASHINGTON, November 12, 1867.



Articles agreed upon between the post department of the United States of America, represented by John A. Kasson, esquire, special commissioner, and the postal administration of the kingdom of Italy, represented by Cavaliere Avvocato Gio. Battista Tanterio, director, &c., &c., both invested with the necessary powers, for the modification of the convention executed between the two countries under date of the 8th July, 1863, and as provided in the 24th article of said convention.

ARTICLE 1. There shall be a regular exchange of correspondence in closed mails between the post department of the United States of America and the postal administration of the kingdom of Italy, as well for correspondence originating in either of said countries and destined for the other as for that originating in or destined for foreign countries to which the United States and Italy may respectively serve as intermediaries.

This correspondence shall embrace the following articles :

1. Letters, ordinary and registered.
2. Newspapers, prints of all kinds, books, maps, plans, engravings, drawings, photographs, lithographs, sheets of music, printed or written, and patterns or samples of merchandise, including grains and seeds.

ARTICLE 2. The offices for the exchange of the mails shall be, on the part of the United States, New York ; on the part of Italy, 1. Susa, travelling office ; 2. Camerlata, travelling office ; 3. Arona, travelling office. The two administrations may, by common accord, establish additional offices of exchange whenever it shall be found necessary, or suspend an existing office of exchange.

ARTICLE 3. Each administration shall make its own arrangements for the despatch of its mails to the other, and shall transport them at its own expense to the frontier of the country of destination. It is also agreed that the cost of the territorial and maritime transit of the mails despatched by one administration to the other shall be first defrayed by that one of the two administrations which shall have obtained from the intermediaries the most favorable pecuniary terms for such transit, and any amount so advanced by one for the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of postage, and the rule of progression, shall be : for letters, fifteen grams ; for all other correspondence mentioned in the second paragraph of the first article, it shall be that which the despatching administration shall adopt for the mails which it despatches to the other, adapted to the convenience of its interior service. Each administration, however, shall notify the other of the standard weight it shall adopt and of any subsequent change thereof. The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake.

ARTICLE 5. The single rate of postage for the direct correspondence is established as follows : For letters from the United States, fifteen cents ; for letters from Italy, eighty centesimi ; for all other correspondence mentioned in the second paragraph of the first article, it shall be that which the despatching administration shall adopt for the mails it despatches, adapted to its own convenience, but each administration shall inform the other of the rate it adopts and of any change of it. The postage upon any correspondence, however, may be by common accord modified whenever the sender shall avail himself of any route which requires a higher rate than that established by this article, and the envelope shall indicate the route preferred, either in writing or by the amount of postage prepaid.

ARTICLE 6. The prepayment of postage on ordinary letters between the United States and Italy shall be optional. The prepayment of postage on all other correspondence, including registered letters, shall be obligatory. The correspondence of all kinds which shall not be prepaid shall be charged by the receiving administration with a fine not exceeding five cents in the United States, and not exceeding thirty centesimi in Italy. The correspondence of any kind insufficiently prepaid shall be despatched, but shall be charged by the receiving administration with the deficient postage, as well as the fine aforesaid. Fractions of one cent in the United States, and of five centesimi in Italy, shall be counted for the full amount.

ARTICLE 7. Any correspondence may be registered, as well that directly exchanged between the two countries as that originating in either of them and destined to other foreign countries to which they may respectively serve as intermediaries for registered correspondence, and *vice versa*. The international correspondence registered must always be prepaid, both the postage and the register fee. The fee shall be not exceeding ten cents in the United States and fifty centesimi in Italy.

ARTICLE 8. Accounts between the two administrations shall be regulated as

follows : From the total amount of the postage collected upon letters, added to the amount of register fees, and of prepaid postages upon other articles than letters, as collected by each administration, it shall deduct the cost at the established rates of the intermediate transit of the mails it despatches to the other, and the balance shall be equally divided between the two administrations. There shall be excluded from the accounts all fines upon unpaid or insufficiently paid correspondence and the deficient postages upon articles mentioned in the second paragraph of article 1, all which shall be retained to the use of the administration which collects them.

ARTICLE 9. The correspondence mentioned in the second paragraph of article 1 shall be despatched in conformity with the interior system of the despatching administration, but always including the following rules : (a) The correspondence must be under bands, so that the contents can be readily examined. (b) There must be no written communication except the date, the name of the sender, the address, and the price, and manufacturer's marks, upon samples of merchandise. (c) No pattern or packet may exceed sixty centimetres in length and thirty centimetres in any other dimension. (d) There shall be admitted no liquid nor other article which might injure the other correspondence, nor any article the importation of which may be prohibited by the laws or regulations of the country of destination.

ARTICLE 10. It is expressly agreed that all international correspondence exchanged shall be exempt in the country of destination from any charge whatever not expressly provided by this convention ; provided, nevertheless, that any duty which may be due to the customs upon any article under the laws of the country of destination may be collected.

ARTICLE 11. The two administrations shall establish by common accord, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails the correspondence originating in or destined to foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the international postage established by this convention, augmented by the postage due to foreign countries, or for other exterior service.

ARTICLE 12. The post departments of the United States and of Italy reciprocally engage to transport gratuitously across their respective territories all correspondence which shall be exchanged in closed mails with any countries to which they may respectively serve as intermediaries, provided always that such conveyance shall be effected by the ordinary means of mail conveyance in use, and that the countries taking the benefit of such gratuitous service shall reciprocally accord the like privilege of free transit across their respective territories.

For the transport of closed mails by either administration for the other by sea, the following rates are fixed to be charged and received by the administration rendering the service, viz :

(a) For transport across the waters of the Atlantic ocean, 8 cents per single letter rate, and 12 cents per kilogram net of other correspondence.

(b) For transport across the waters of the Pacific ocean, 10 cents per single letter rate, and 20 cents per kilogram net of other correspondence.

(c) For transport across the Mediterranean sea, 50 centesimi per 30 grams of letters net, and 60 centesimi per kilogram net of other correspondence.

(d) For intermediate territorial transport, each administration shall charge and receive the amount which it shall have actually paid for the account of the other.

ARTICLE 13. The accounts between the two administrations shall be stated quarterly, and transmitted and verified as speedily as practicable ; and the debtor

office shall pay the balance found due to the creditor office either by exchange on London or at the debtor office, as the creditor office may desire.

The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 14. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transport is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 15. Correspondence exclusively relating to the postal service shall be transmitted on both sides free of all charge.

ARTICLE 16. Letters wrongly sent, or wrongly addressed, or not deliverable for whatever cause, and all registered correspondence not deliverable for any cause, shall be returned as promptly as practicable to the originating office at its cost, if any cost is incurred. Any postages on returned correspondence which may have been charged against the returning office shall be discharged from the account. All other correspondence which cannot be delivered shall remain at the disposition of the receiving administration.

ARTICLE 17. Small sums of money may be mutually transmitted from one country to the other by means of postal money orders, and the rates and conditions may be arranged by agreement between the two departments, so soon as such arrangement may be found convenient.

ARTICLE 18. The two administrations shall, in concert, establish detailed regulations for the execution of these articles, and both the articles and the regulations may be modified, from time to time, by accord of the two administrations, as the exigencies of the service may require.

ARTICLE 19. This convention shall take effect on the first of April next, and shall continue in force until one year from the time when one of the contracting parties shall have given to the other notice of its desire to terminate it, unless sooner terminated or modified by mutual agreement.

ARTICLE 20. This convention shall be ratified on the part of the United States by the Postmaster General, and on the part of Italy by the Director General of Posts, and the ratifications exchanged as early as possible.

In testimony whereof, the two commissioners have subscribed their names and affixed their seals thereto.

Done at Florence, in duplicate original, this eighth day of November, A. D. eighteen hundred and sixty-seven.

[SEAL.]

JOHN A. KASSON,
Special Commissioner, &c., &c.
GIO. BATTISTA TANTESIO,
Commissioner of Posts.

[SEAL.]

POST OFFICE DEPARTMENT,
Washington, November 29, 1867.

Having examined and considered the foregoing articles of a postal convention for the modification of the convention executed between the United States of America and the kingdom of Italy, under date of 8th July, 1863, which were agreed upon and signed in duplicate, at Florence, on the eighth day of November, one thousand eight hundred and sixty-seven, by the Hon. John A. Kasson, Special Commissioner, &c., on behalf of this department, and by Chevalier Advocate Giovanni Battista Tantesio, Chief Director of the Post Office Department of the kingdom of Italy, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof, I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General United States.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President :

WILLIAM H. SEWARD, *Secretary of State.*

WASHINGTON, November 30, 1867.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND
THE COLONIAL GOVERNMENT OF HONG KONG, CHINA.

*Articles of agreement between the Post Office Department of the United States
and the General Post Office at Hong Kong.*

For the purpose of establishing and regulating the interchange of mails between the United States and Hong Kong and dependent Chinese ports by means of the direct line of United States mail packets plying between San Francisco and Hong Kong, via Yokohama, in Japan, it is agreed between the Post Office Department of the United States and the Post Office Department of Hong Kong :

ARTICLE 1. The post offices of New York and San Francisco shall be the United States offices of exchange, and the general post office at Hong Kong the office of exchange of the colony of Hong Kong, for all mails transmitted under this arrangement.

ARTICLE 2. There shall be an exchange of correspondence between the United States of America and the colony of Hong Kong, by means of United States mail packets plying between San Francisco and Hong Kong, comprising letters, newspapers, and prices current, originating and posted in the United States and addressed to and deliverable in Hong Kong and those Chinese ports with which the Hong Kong post office has postal relations, including the ports of Canton, Amoy, Swatow, and Foo-Chow ; and, vice versa, of correspondence originating and posted in Hong Kong and the Chinese ports above designated and addressed to and deliverable in the United States.

ARTICLE 3. The postage to be levied and collected at the office of mailing in the United States upon letters, newspapers, and prices current destined for Hong Kong and the above designated Chinese ports, with which Hong Kong has postal connections, shall be ten cents per single rate of half an ounce or under on letters, and two cents each on newspapers and prices current ; and the postage to be levied and collected at Hong Kong and dependent Chinese ports on correspondence originating in those ports and destined to the United States shall be eight cents per single rate of half an ounce or under on letters, and two cents on each newspaper or price current. No postal accounts shall be kept between the respective postal departments upon the correspondence exchanged between them under this arrangement, but each department shall deliver the correspondence which it receives from the other free of all postage charge ; that is to say, the Hong Kong post department agrees to deliver without charge all letters,

newspapers, and prices current brought by the United mail packets addressed to Hong Kong, and also to forward without charge all such letters, newspapers, &c., as are addressed to the Chinese ports above named, south of Shanghai; and the United States postal department, on its side, agrees to deliver without charge all letters, newspapers, &c., originating in Hong Kong or the ports mentioned, and forwarded by said packets, addressed to and deliverable in the United States. All letters, newspapers, &c., despatched by either office to the other under this arrangement shall be plainly stamped with the words "paid all" in red ink on the right-hand upper corner of the face of the address, and shall also bear the stamp of the mailing exchange office on their face and that of the receiving exchange office on their back.

ARTICLE 4. The postal departments of the United States and of Hong Kong shall each return to the other, monthly, or as frequently as their regulations will allow, all letters, newspapers &c., without claim, which cannot for any cause be delivered.

ARTICLE 5. An exchange of mails shall also take place between the United States postal agency at Yokohama, Japan, and the Hong Kong post office, by means of United States mail packets, comprising correspondence originating in Japan and addressed to Hong Kong and the Chinese ports above designated; and, *vice versa*, correspondence originating in Hong Kong and dependent Chinese ports and addressed to Japan, subject to the same terms and conditions as those established by article 3 of this convention, with respect to the correspondence exchanged between the United States and Hong Kong and dependent Chinese ports.

ARTICLE 6. All letters, newspapers, and prices current intended to be forwarded from Hong Kong to the United States by the direct line of United States mail packets running between San Francisco and Hong Kong must be especially addressed to be forwarded by that route.

ARTICLE 7. The two postal departments may by mutual consent make such detailed regulations as shall be found necessary to carry out the objects of this arrangement, such regulations to be terminable at any time on a reasonable notice by either office.

ARTICLE 8. This convention shall come into operation the first day of November, 1867, and shall be terminable at any time on a notice by either office of six months.

In witness whereof, I have hereto set my hand and the seal of the Post Office Department, this twelfth day of November, 1867.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.

In witness whereof, I have hereunto set my hand and the seal of the colony of Hong Kong, at Victoria herein, this tenth day of August, 1867.

[SEAL.]

RICHARD GRAVES MAC DONNELL,
Governor and Commander-in-Chief.

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President :

WILLIAM H. SEWARD, *Secretary of State.*

WASHINGTON, November 12, 1867.

This article of contract, made the twentieth day of March, in the year of our Lord one thousand eight hundred and sixty-seven, between the United States of America (acting in this behalf by their Postmaster General) and the Pacific

Mail Steamship Company, with Howard Potter and Francis Skiddy, of New York city, as sureties, witnesseth: That whereas the contract executed by the said Pacific Mail Steamship Company on the sixteenth day of October, A. D. one thousand eight hundred and sixty-six, for the performance of the ocean mail steamship service between the United States, Japan, and China, authorized by act of Congress approved February seventeen, eighteen hundred and sixty-five, provides that the steamships of said company shall touch on each voyage, outward and homeward, at the port of Honolulu, in the Sandwich islands, as required by the aforesaid act; and whereas the second section of the act of Congress entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending June thirtieth, eighteen hundred and sixty-eight, and for other purposes," approved February eighteenth, eighteen hundred and sixty-seven, provides as follows, to wit: that so much of the act of Congress approved February seventeen, eighteen hundred and sixty-five, authorizing said service, as requires said steamships to touch at Honolulu, in the Sandwich Islands, shall be, and the same is hereby, repealed; upon the express condition, however, that the contractors for said steamship service shall enter into contract, to the satisfaction of the Postmaster General, agreeing to establish, within five months from the passage of this act, in lieu of said service released, a branch line of steamship service, carrying the United States mails, between the port in Japan used by the main line of steamships and the port of Shanghai, in China, making continuous regular trips, connecting with the main line both on the outward and homeward voyages, under the direction of the Postmaster General; which service shall be performed by first-class American sea-going steamships, and without additional charge to the United States; and whereas the said Pacific Mail Steamship Company have accepted the terms and provisions of the said act:

Now, therefore, the said Pacific Mail Steamship Company, contractors, and Howard Potter and Francis Skiddy, as sureties, in consideration of the release granted by said act of Congress from touching with their steamships to land and receive mails at Honolulu, in the Sandwich Islands, on both outward and inward passages between the United States, Japan, and China, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to establish, in lieu of said service released, a branch line of first-class American sea-going steamships, carrying the United States mails, without additional charge, between Yokohama, (Kanagawa,) or other port in Japan used by the main line of steamships plying between San Francisco and Hong Kong and the port of Shanghai, in China, making continuous regular monthly trips between said ports, in connection with the main line, both on the outward and homeward voyages, according to the terms and conditions of the aforesaid act, approved February eighteen, one thousand eight hundred and sixty-seven. And they do further stipulate and agree to commence this branch service from Yokohama to Shanghai and back in connection with the steamship leaving San Francisco on third July, eighteen hundred and sixty-seven, for Yokohama and Hong Kong and her return, and to maintain the same during the continuance of their contract. And it is further covenanted and agreed between the parties hereto, that the stipulations and provisions of the original contract, executed with said company on the sixteenth day of October, A. D. one thousand eight hundred and sixty-six, so far as they are applicable, shall also apply to the service to be performed on the branch line between Yokohama or other port in Japan used by the main line and the port of Shanghai, in China.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be affixed hereto, and has attested the same by his signature; and the said Pacific Mail Steamship Company, by Allan McLane,

president, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.

Signed, sealed, and delivered by the Postmaster General in presence of—
JOSEPH H. BLACKFAN.

Pacific Mail Steamship Company, by—

[SEAL.]

ALLAN McLANE,
President.

Attest: THEODORE T. JOHNSON, *Secretary.*

[SEAL.]

HOWARD POTTER.
FRANCIS SKIDDY.

[SEAL.]

Signed, sealed, and delivered by Pacific Mail Steamship Company and Howard Potter and Francis Skiddy, in presence of—
RICHARD B. IRWIN.

This article of contract, made the thirtieth day of July, in the year of our Lord one thousand eight hundred and sixty-seven, between the United States of America (acting in this behalf by their Postmaster General) and the California, Oregon, and Mexico Steamship Company, with Samuel L. M. Barlow and George K. Otis, of New York city, as sureties, witnesseth: That whereas the said California, Oregon, and Mexico Steamship Company have been accepted, in accordance with the stipulations and provisions of the act of Congress approved March 2, 1867, entitled "An act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands," and in conformity with the advertisement inviting proposals for said service issued by the Postmaster General of the United States on the 19th of March, 1867, as contractors to carry the mails of the United States between the port of San Francisco, in the United States, and the port of Honolulu, in the Hawaiian Islands, at the sum of \$75,000 for the performance of twelve round trips per annum between said ports, for a contract term of ten years, to begin on or before the first day of January, eighteen hundred and sixty-eight, and from the day the first steamship of the said line shall depart from the port of San Francisco with the mails for the Hawaiian Islands: Now, therefore, the said California, Oregon, and Mexico Steamship Company, contractors, and Samuel L. M. Barlow and George K. Otis, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to transport the mails of the United States between the ports of San Francisco and Honolulu, in the Hawaiian Islands, twelve round trips per annum, by a monthly line of first-class American sea-going steamships, to be of not less than one thousand tons, government measurement, each, and of sufficient number to perform twelve round trips per annum between said ports, for and during the term of ten years, commencing on or before the first day of January, eighteen hundred and sixty-eight, and from the day the first steamship of the said line shall depart from the port of San Francisco with the mails for the Hawaiian Islands; and the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships offered for the service shall, before acceptance by the Postmaster General, be subject to inspection and survey by an experienced naval constructor, to be detailed for that purpose by the Secretary of the Navy, whose report shall be made to the Postmaster General; and, further, that the said steamships, after acceptance by the Postmaster General, and during the period they may be employed in conveying the mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, and, if not so kept up

and maintained, they may be rejected by the Postmaster General of the United States, as not meeting the requirements of the act of Congress authorizing the establishment of the service, and other satisfactory steamships required in their place; and the said contractors do further covenant and agree to transport, free of expense, on each and every steamer, a mail agent of the United States, to take charge of and arrange the mail matter, and to assign to such agent suitable accommodations for that purpose; and it is further covenanted and agreed by the said contractors, and they do bind themselves—

First. To despatch a steamship from the port of San Francisco on or about the first day of each month, and from Honolulu on or about the fifteenth day of each month, at such hours as may be fixed hereafter, or upon such other days as may be hereafter selected with the approval of the Postmaster General, in order to make connection with the mail steamships to and from New York, and to and from Japan and China; and, also, that the time to be occupied by said steamships in performing the passages each way, between the ports of San Francisco and of Honolulu, shall not exceed ten days.

Second. To transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third. To take the mail and every part of it from, and deliver it and every part of it into, the post offices of San Francisco and Honolulu, respectively.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, and employes; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mail, and they will not knowingly convey any person carrying on the business of transporting letters or other mail matter, without the special consent of the Post Office Department of the United States. And, further, that they will convey, without additional charge, post office blanks, mail bags, and the occasional special agent, on business of the Post Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the said California, Oregon, and Mexico Steamship Company are to be paid by the United States the sum of seventy-five thousand dollars per annum, in the currency of the United States, in quarterly payments, on the receipt at the Post Office Department of satisfactory evidence of the performance of the round trips embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster General for failures and irregularities, as hereinafter stipulated. It is hereby also stipulated and agreed by the said contractors and their sureties, that in case of failure from any cause to perform any of the regular monthly voyages stipulated for in this contract, a *pro rata* deduction shall be made from the compensation on account of such omitted voyage or voyages. And it is further stipulated and agreed that suitable fines and penalties shall be imposed, in the discretion of the Postmaster General, for delays and irregularities in the performance of the service; and suitable fines shall also be imposed, unless the delinquency shall be satisfactorily explained to the Postmaster General, in due time, for failure to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury by being wet or otherwise; and for setting up or running an express to transmit letters or commercial intelligence in advance of the mails; or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States; and it is hereby further agreed that the first steamship of the line shall leave the

port of San Francisco, with the mails for Honolulu, on or before the first day of January, one thousand eight hundred and sixty-eight.

And it is hereby further stipulated and agreed, that the Postmaster General shall have the power to determine this contract at any time, in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post office laws of the United States, for disobeying the instructions of the department, or for transporting persons conveying mail matter out of the mails as aforesaid; and that this contract shall, in all its parts, be subject to, and in all respects governed by, the requirements and provisions of the act of Congress approved March 2, 1867, entitled "An act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands," and also of the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions of the act last cited shall apply thereto.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be affixed hereto, and has attested the same by his signature; and the said California, Oregon, and Mexico Steamship Company by Benj. Holladay, president, and their sureties, have hereto set their hands and seals, the day and year first hereinbefore written.

[SEAL.]

ALEX. W. RANDALL,

Postmaster General.

Signed, sealed and delivered by the Postmaster General in the presence of—
JOSEPH H. BLACKFAN.

California, Oregon, and Mexico Steamship Company, by—

[SEAL.]

BEN. HOLLADAY,

President.

Attest: W. L. HOLSEY, *Secretary.*

[SEAL.]

SAMUEL L. M. BARLOW.

[SEAL.]

GEORGE K. OTIS.

Signed by the California, Oregon, and Mexico Steamship Company by Ben Holladay, President, and signed by Samuel L. M. Barlow and George K. Otis, in presence of—

WM. B. MCKEAN.

REPORT OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST OFFICE DEPARTMENT,

November 5, 1867.

SIR: I have the honor to submit the accompanying statements and tables, showing the operations of this office during the fiscal year which closed on the 30th of June, 1867.

Never before, since the organization of the office, have its transactions been so large, or its labors so varied and extensive. The restoration of old and the opening of new routes, some of the latter of unexampled length, have increased the expense of mail transportation beyond that of any former year; and though the aggregate of receipts shows considerable increase over those of the preceding year, the excess of expenditures over receipts is quite large.

The tables herewith submitted will show in what States and Territories this excess of expenditure is located, and how heavy an outlay is occasioned by the extension of mail facilities over so large an extent of sparsely peopled territory.

Tabular statements, numbered from 1 to 40, will show the receipts and expenditures, by quarters, for all branches of the mail service, including the

postal intercourse with foreign nations, the money-order system, and the free delivery of letters and newspapers in the cities and towns where that service is performed.

The money order system has grown from small beginnings into truly formidable proportions; and the rapid and vast increase in its transactions during the last year shows how eagerly the facilities thus afforded for the safe transmission of small sums have been improved by the people. At its commencement, in November, 1864, only one hundred and thirty-eight offices were designated for this service, and but five clerks in this office were required for the settlement of its accounts. Now there are twelve hundred and twenty-six offices where these orders can be procured, and twenty-two clerks are necessary to insure the prompt and careful adjustment of the accounts from these numerous offices, all of them being wholly separate and distinct from the ordinary post office returns and accounts.

The aggregate of these small sums thus safely transported from place to place was, during the preceding year, three million nine hundred and seventy-seven thousand two hundred and fifty-nine dollars and twenty-eight cents, which has risen, during the year just closed, to nine million two hundred and twenty-nine thousand three hundred and twenty-seven dollars and seventy-two cents. The cost to the sender of a remittance of fifty dollars is but twenty-five cents; and with this small charge, the receipts of the year have exceeded the expenses by the sum of twenty-six thousand two hundred and sixty dollars and sixty-one cents. The business of this branch of the office has been under the charge of Mr. Lynch, whose care, diligence, and ability in its management cannot be too highly commended.

REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The balance standing to the credit of the revenue account on the first day of July, 1866, was..... \$1,725,155 23
The receipts of the department for the fiscal year ending June 30, 1867, were..... 15,237,026 87

The amount placed in the treasury for the service of the department for the fiscal year, being grants in aid of the revenue, under the following acts of Congress, were:

Under the twelfth section of the act approved March 3, 1847, for the transportation of free matter for Congress and the other departments of the government.....	\$900,000 00
Under an act approved June 18, 1862, for postal service on mail routes established by thirty-seventh Congress.....	150,000 00
Under an act approved March 6, 1864, to supply deficiencies in the revenues of the Post Office Department.....	1,500,000 00
Under the second section of the act approved May 18, 1866, for overland mail transportation between Atchison and Folsom; for mail steamship service between San Francisco, Japan, and China, and between the United States and Brazil.....	1,091,666 67
Under an act approved July 28, 1866, for mail steamship service between the United States and Brazil.....	100,000 00
	<hr/> 3,741,666 67

Aggregate of revenue and grants 20,703,848 77

The expenditures of the department for the fiscal year ending June 30, 1867, were ...\$19,235,483 46

Add amount of accounts closed by being charged to "bad debts account"..... 73,328 82

19,308,812 28

Deduct amount of credit balance accounts closed by suspense during the year

99,433 49

\$19,209,378 79

Leaving to the credit of the revenue account on the first day of

July, 1867 1,494,469 98

The net revenue of the department from postages, being the aggregate of the amount of the balances due the United States by postmasters on the adjustment of their quarterly accounts for the year, after retaining their compensation and deducting the expenses of their offices, was:

For the quarter ending September 30, 1866 \$2,135,671 12

For the quarter ending December 31, 1866 2,250,318 02

For the quarter ending March 31, 1867..... 2,484,071 34

For the quarter ending June 30, 1867..... 2,215,091 14

Total net revenue from postages 9,085,151 62

The amount of letter postage paid in money was:

For the quarter ending September 30, 1866..... \$170,172 13

For the quarter ending December 31, 1866 158,921 72

For the quarter ending March 31, 1867..... 170,703 40

For the quarter ending June 30, 1867..... 172,753 81

Total 672,551 06

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$9,095,151 62 was found due the United States, was:

For the quarter ending September 30, 1866 21,711

For the quarter ending December 31, 1866..... 22,780

For the quarter ending March 31, 1867..... 22,570

For the quarter ending June 30, 1867..... 23,506

Total number 90,567

The total amount of stamps and stamped envelopes sold during the year was:

For the quarter ending September 30, 1866 \$3,071,192 13

For the quarter ending December 31, 1866 3,228,901 60

For the quarter ending March 31, 1867..... 3,388,360 63

For the quarter ending June 30, 1867..... 3,299,679 96

Total 12,988,134 32

The gross amount collected as registration fees on valuable letters was:

For the quarter ending September 30, 1866..... \$12,898 10

For the quarter ending December 31, 1866 14,089 30

For the quarter ending March 31, 1867..... 14,333 80

For the quarter ending June 30, 1867 8,493 90

Total 49,815 10

CONTRACTORS' ACCOUNTS.

The average number of accounts of contractors and others engaged in carrying the mails settled in each quarter of the year was :

On regular mail routes	5,743
On special mail routes	1,964
Of route and special agents	1,014
Of mail messengers and local agents	1,872

Total number of accounts each quarter.....	10,593
--	--------

Aggregate settlements of such accounts during the year.....	42,372
---	--------

MAIL TRANSPORTATION ACCOUNT.

The amount charged to "accrued transportation" and placed to the credit of mail contractors and others for mail transportation during the year was :

For the regular service of mail lines	\$9,155,546 30
For the supply of special and mail messenger offices	339,397 19
For salaries of route agents.....	569,432 30
	<hr/>
	10,064,375 79

And for foreign mail transportation :

For New York and Southampton.....	\$138,908 40
For New York and Havre.....	74,173 83
For New York and Bremen.....	16,367 12
For New York and Havana.....	56,320 10
For New York and San Francisco, via Panama.....	26,742 00
For New York and Santiago de Cuba.....	607 46
For New York and Nicaragua.....	209 02
For New York and Antwerp.....	360 88
For New York and Vera Cruz.....	184 52
For New York and St. Thomas.....	1,186 12
For New York and Hong Kong, China.....	35 46
For New York and Venezuela.....	162 10
For United States and Brazil.....	225,000 00
For Liverpool, New York, and Philadelphia ...	241,381 93
For Portland and Liverpool.....	74,758 99
For San Francisco and Hong Kong, China, via Kanagawa, Japan.....	83,333 33
For Boston, Nova Scotia, and Prince Edward's Island.....	1,275 47
For Philadelphia and Havana.....	764 58
For Baltimore, New Orleans, and Havana....	2,333 61
For Baltimore and Liverpool.....	6,500 77
For expenses of government mail agent at Havana.....	375 00
For expenses of government mail agent at As- pinwall.....	600 00
For expenses of government mail agent at Panama.....	1,660 58

953,322 27

11,017,698 06

The amount credited to accrued transportation and charged to contractors for over-credits, damages, &c., during the year was	\$11,948 60
Of fines imposed on contractors	2,419 38
Of deductions from their pay	140,733 77
	<hr/>
	\$155,101 55
Net amount to the credit of mail contractors and others	<hr/> <hr/> 10,862,596 51
The amount actually paid and credited during the year for mail transportation was	\$10,666,263 78
Of which sum there was paid for mail transportation of previous years the sum of	317,995 41

COLLECTION OF POST OFFICE REVENUES.

The number of post offices in operation during the year was 25,107, which are thus classified under the regulations adopted for the government of the department, chapter 26, sections 275 to 279, page 50.

The following named offices, sixty-seven in number, are denominated depositories, and are required by the Postmaster General to receive and retain, subject to the drafts of the department, the funds of certain adjacent offices as well as the revenues of their own :

List of offices designated as depositories.

Post office.	Postmaster.
Albany, New York.....	Joseph Davis.
Atlanta, Georgia.....	T. G. Simms.
Baltimore, Maryland.....	E. Shriver.
Bangor, Maine.....	Geo. Fuller.
Batavia, New York.....	W. Tyrrell.
Binghamton, New York.....	W. Stuart.
Buffalo, New York.....	J. M. Schemerhorn.
Chicago, Illinois.....	S. T. Sherman.
Cincinnati, Ohio.....	C. W. Thomas.
Cleveland, Ohio.....	G. A. Benedict.
Columbus, Ohio.....	J. J. Wood.
Concord, New Hampshire.....	M. T. Willard.
Cumberland, Maryland.....	J. H. Young.
Davenport, Iowa.....	A. H. Sanders.
Des Moines, Iowa.....	G. C. Tichenor.
Detroit, Michigan.....	F. W. Swift.
Dover, Delaware.....	J. H. Bateman.
Dubuque, Iowa.....	E. C. David.
Easton, Pennsylvania.....	J. J. Horn.
Eastport, Maine.....	C. C. Norton.
Evansville, Indiana.....	A. T. Whittlesey.
Fort Wayne, Indiana.....	W. Drake, Jr.
Geneva, New York.....	A. McDonald.
Grand Rapids, Michigan.....	S. O. Kingsbury.
Harrisburg, Pennsylvania.....	J. F. Knipe.
Hartford, Connecticut.....	E. S. Cleveland.
Huntsville, Alabama.....	J. J. Pittman.
Indianapolis, Indiana.....	D. G. Roe.
Kalamazoo, Michigan.....	F. Pratt.
Keene, New Hampshire.....	J. A. Walter.
Lafayette, Indiana.....	W. C. Wilson.
Lancaster, New Hampshire.....	O. Nutter.
Lexington, Kentucky.....	L. B. Todd.

Lima, Ohio.....	W. H. Harper.
Louisville, Kentucky.....	J. J. Speed.
Lowell, Massachusetts.....	J. A. Goodwin.
Madison, Wisconsin.....	E. W. Keyes.
Meadville, Pennsylvania.....	C. Cullom.
Milwaukee, Wisconsin.....	H. A. Starr.
Montpelier, Vermont.....	J. G. French.
Newark, New Jersey.....	A. N. Dougherty.
New Haven, Connecticut.....	H. D. Sperry.
Olean, New York.....	R. L. Page.
Ogdensburg, New York.....	R. G. Pettibone.
Pittsburg, Pennsylvania.....	J. H. McClelland.
Plattsburg, New York.....	L. Platt.
Portland, Maine.....	W. Davis.
Portsmouth, Ohio.....	O. Wood.
Providence, Rhode Island.....	E. S. Jackson.
Quincy, Illinois.....	W. H. Bannson.
Ripon, Wisconsin.....	D. McKerchen.
Rochester, New York.....	J. W. Stebbins.
Rutland, Vermont.....	M. G. Everts.
Sandusky, Ohio.....	T. C. McEwen.
Scranton, Pennsylvania.....	W. H. Pier.
Springfield, Illinois.....	Presco Wright.
Springfield, Massachusetts.....	W. Stow.
Steubenville, Ohio.....	G. B. Filson.
Syracuse, New York.....	G. L. Maynard.
Urbana, Ohio.....	N. Ambrose.
Utica, New York.....	C. H. Hopkins.
Vincennes, Indiana.....	H. M. Smith.
Wheeling, West Virginia.....	O. J. Rawlings.
Williamsport, Pennsylvania.....	J. J. Ayres.
Wooster, Ohio.....	E. Foreman.
Worcester, Massachusetts.....	Josiah Pickett.
Zanesville, Ohio.....	J. J. Douglass.

The following treasury depositaries and assistant treasurers receive and retain, subject to the warrants of the Post Office Department, the funds of such post offices as are instructed to deposit in their hands:

Post Office.

Baltimore, Maryland.....	E. H. Webster.
Buffalo, New York.....	C. D. Norton.
Chicago, Illinois.....	W. B. Scates.
Cincinnati, Ohio.....	R. H. Stephenson.
Louisville, Kentucky.....	R. R. Bolling.
Pittsburg, Pennsylvania.....	C. W. Batchelor.
Saint Paul, Minnesota.....	J. H. Stewart.

Assistant treasurers.—New York, New York; Philadelphia, Pennsylvania; St. Louis, Missouri; Charleston, South Carolina; Boston, Massachusetts; San Francisco, California; New Orleans, Louisiana.

Two hundred and thirty-nine are "draft offices," and together with the foregoing offices paid during the year 18,131 drafts issued by the Postmaster General and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to \$2,447,009 40

Six hundred and eighty are deposit offices, a portion of which, during the year, deposited with the Treasurer and assistant treasurers of the United States the sum of 3,299,791 42

The remaining offices deposited with the sixty-seven depositories named above, \$417,927 34, which is embraced in the sum of \$2,447,009 40 paid on the drafts of the department by said depositories and draft offices.

Twenty thousand three hundred and fifty-two are collection offices, and paid on collection orders issued to mail contractors. \$1, 857, 716 47

Three thousand eight hundred and thirty-six are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to..... 339, 397 19

Amount of deposits made by postmasters with other postmasters. 417, 927 34

Showing the amount paid into the treasury for the use and purposes of the Post Office Department, by postmasters, to have been..... 8, 361, 841 82

Statement from collecting division ; revenue and balances uncollected from late postmasters.

	Gross revenue for the fiscal year ending June 30.	Amount still due the United States not in suit.	Amount still due the United States in suit.
1846	\$3,487, 199 35	\$5 32	\$3, 025 77
1847	3, 945, 892 98	115 01	538 46
1848	3, 371, 077 00	-----	649 54
1849	4, 705, 176 28	24 13	1, 786 63
1850	5, 499, 984 86	103 09	576 63
1851	6, 410, 604 33	183 51	825 20
1852	5, 184, 526 84	614 13	1, 927 70
1853	5, 240, 724 70	12, 294 97	38, 737 22
1854	6, 255, 586 22	10, 322 21	6, 483 56
1855	6, 642, 136 13	5, 525 96	6, 829 99
1856	6, 920, 821 66	70 23	10, 715 27
1857	7, 353, 951 76	14, 245 74	5, 599 01
1858	7, 486, 792 86	9, 298 28	14, 566 29
1859	7, 968, 484 07	1, 794 94	18, 132 69
1860	8, 518, 067 40	14, 007 38	23, 693 90
1861	8, 349, 296 40	26, 561 88	125, 157 72
1862	8, 299, 820 90	3, 534 51	23, 213 97
1863	11, 163, 789 59	3, 314 21	8, 379 92
1864	12, 438, 253 78	6, 526 41	7, 982 45
1865	14, 556, 158 70	80, 575 47	21, 824 19
1866	14, 386, 986 21	442, 232 54	40, 888 20
1867	15, 237, 026 87	568, 843 29	20, 139 16
Total	-----	\$1, 200, 793 11	\$381, 963 57

Total amount due by late postmasters to June 30, 1866..... \$393, 765 15

Total amount due for the last fiscal year 1, 120, 122 29

Total amount \$2, 113, 891 14

During the past year this division has had charge of the following number of accounts:

Of present postmasters..... 25, 170

Of late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1866..... 30, 47

Of late postmasters for the last fiscal year..... 13, 62

Total number..... 69, 155

The number of changes of postmasters reported by the Appointment Office during the year was 13,498, and the balances due the United States thereon amounted to.....		\$1,120,122 99
Of which there has been collected	\$530,065 28	
Credited on vouchers	1,652 15	
Charged to suspense account	666 61	
		<u>532,384 04</u>
Amount remaining for collection		588,982 45
Of which there is in suit	20,139 16	
Amount due and not in suit.....	568,843 29	
		<u>588,982 45</u>

The balance due the United States by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1866, uncollected, and not in suit, as stated in my last annual report, was	\$631,919 82
Which was increased by "estimated postage"	40,806 35

Total for collection during the fiscal year ending June 30, 1867.....	672,756 17
Of which there has been collected	\$291,828 25
Credited on vouchers	109,046 62
Charged to suspense account.....	3,604 12
Charged to bad debts account.. ..	62,607 82
	<u>467,086 81</u>
Amount remaining uncollected June 30, 1867	205,669 36
Of which there has been placed in suit.....	101,306 83
Amount due and not in suit.....	104,362 53
	<u>205,669 36</u>

SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th of June, 1866, by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1866, was.....	\$993,768 15
Add amount due by late postmasters for the last fiscal year.....	1,120,122 99
Increase by estimates, penalties, and other charges.....	38,711 73

Total for collection during the year.....	2,152,602 87
The amount collected and credited on accounts prior to June 30, 1866, was	\$467 086 81
On accounts for the last fiscal year	535,524 14

Total of collections and credits..... 1,002,610 95

Amount remaining due the United States June 30, 1867.....	1,149,991 92
Of which there is in suit.....	403,377 01
Amount due and not in suit	746,614 91
	<u>1,149,991 92</u>

Balances apparently due to late postmasters between July 1, 1845, and June 30, 1866, as stated in my last annual report, amounted to	\$300,697 63
The amount paid and closed by adjustment during the year was.....	121,156 71

Leaving due to late postmasters	179,540 92
Add amount due to late postmasters during the last fiscal year.....	96,048 26

Amount due to late postmasters July 1, 1867

275,589 18

Amount collected during the last fiscal year from mail contractors by "collection drafts"	\$28,966 83
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SUITS.

The amount due by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1866, for which suits were instituted prior to July 1, 1867, as stated in my last annual report, was.....	\$92,511 59
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Add amount of four hundred and sixteen new cases commenced during the fiscal year for the collection of balances due on accounts prior to July 1, 1867	\$104,362 53
From which deduct amount closed by account of "bad debts"	196,874 12
	25,634 26
Amount in suit during the year	171,239 86
Amount collected during the year	\$9,674 52

The claims for mail service performed in the States lately in rebellion prior to the 13th of April, 1861, under the provisions of the joint resolution of Congress approved March 2, 1867, have not been numerous, nor embracing large sums. Great care has been exercised in the examination of the testimony presented by the claimants, and some few, having fully proved their loyalty, or satisfactorily shown that they were *bona fide* assignees for indebtedness incurred prior to March 1, 1861, have had their claims adjusted and paid.

It is not believed that any considerable number will be entitled to payment under the provisions of that law.

It affords me great pleasure to state, in conclusion, that the chief clerk and heads of divisions have been indefatigable in their efforts to maintain order, regularity, and promptitude in the transaction of the public business, and with few exceptions, our whole official force has been steadily and laboriously occupied during the office hours of each day.

All of which is respectfully submitted.

H. J. ANDERSON, *Auditor*.

Hon. A. W. RANDALL,
Postmaster General.

No. 1.—*Statement exhibiting the receipts of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1867.*

Receipts.	3d quarter 1866.	4th quarter 1866.	1st quarter 1867.	2d quarter 1867.	Total am't under each head.
Letter postage.....	\$170,172 13	\$158,921 72	\$170,703 40	\$172,753 81	\$672,551 06
Newspaper postage, &c.....	157,457 00	157,190 60	169,742 14	165,000 42	649,390 16
Registered letters.....	12,898 10	14,089 30	14,333 80	8,493 90	49,815 10
Fines			650 00		650 00
Emoluments	198,694 99	190,024 63	189,779 90	196,124 16	774,623 68
Stamps sold.....	3,071,192 13	3,228,901 60	3,388,360 63	3,299,679 96	12,988,134 32
Dead letters.....	3,105 00	3,880 00	5,000 00	5,500 00	17,485 00
Internal revenue from postmasters.....	8,099 35	22,379 40	18,199 17	13,907 66	62,585 58
Miscellaneous	5,098 29	9,223 78	4,504 45	2,965 45	21,791 97
Total.....	3,626,716 99	3,784,611 03	3,961,273 49	3,864,425 36	
Aggregate amount					15,237,026 87

H. J. ANDERSON, *Auditor*.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 2.—*Statement exhibiting the expenditures of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1867.*

Expenditures.	3d quarter 1866.	4th quarter 1866.	1st quarter 1867.	2d quarter 1867.	Total amount under each head.
Compensation to post-masters	\$1,003,242 97	\$1,007,132 77	\$998,739 12	\$1,024,613 31	\$4,033,728 17
Compensation to letter carriers	170,172 99	160,994 69	177,178 89	206,019 34	714,365 91
Ship, steamboat, and way letters	2,332 33	1,896 33	1,170 21	1,810 93	7,209 80
Transportation of the mails*	2,193,478 99	2,909,343 58	2,823,806 15	2,739,635 06	10,666,263 78
Wrapping paper	26,650 62	15,130 00	7,806 00	15,070 10	64,656 72
Office furniture	1,014 95	353 61	524 55	784 84	2,677 99
Advertising	9,781 13	13,767 14	9,563 02	7,647 41	40,758 70
Mail bags	26,197 14	40,324 88	39,940 26	26,911 25	133,373 53
Blank agents and assistants	1,711 89	2,002 91	2,220 17	1,633 82	7,568 79
Mail locks, keys, and stamps	2,882 89	3,984 04	8,246 05	3,972 59	19,085 57
Mail depredations and special agents	33,195 40	27,217 94	30,799 68	31,861 03	123,074 05
Clerks for offices	432,846 33	467,088 33	442,499 22	562,086 17	1,904,520 05
Postage stamps and stamped envelopes	67,965 12	77,675 06	80,797 77	95,289 20	321,727 15
Dead letters	79,511 58	103,509 20	128 48	274,235 17	128 48
Miscellaneous	79,511 58	103,509 20	165,622 99	274,235 17	622,878 94
Miscellaneous acc't of British mails	106,588 73	54,679 42	115,932 46	.....	277,200 67
Miscellaneous acc't of French mails	31,558 94	38,293 17	19,181 87	.....	89,033 98
Miscellaneous acc't of Bremen mails	63,995 06	21,020 92	32,715 29	.....	117,731 27
Miscellaneous acc't of Hamburg mails	33,744 85	18,034 71	12,868 61	24,123 24	88,771 41
Miscellaneous acc't of Prussian mails .....	.....	.....	.....	728 50	728 50
Total	4,286,871 91	4,962,448 76	4,969,740 79	5,016,422 00	19,235,483 46
Aggregate amount .....	.....	.....	.....	.....	.....

* The following sums are embraced in the above expenditure for mail transportation, for which special appropriations were made:

For San Francisco, Japan, and China mails	\$41,666 67
For overland mails	900,000 00
For Brazil mails	250,000 00

Total

1,191,666 67

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 3.—Statement of the postal receipts and expenditures of

States and Territories.	Letter postage.	Newspaper postage.	Waste paper and twine.	Registered letters.	Stamps sold.	Emoluments.	Revenue tax.
Maine.....	\$10,607 80	\$16,749 43	\$28 22	\$638 60	\$246,210 30	\$15,142 41	\$1,285 93
New Hampshire.....	3,535 35	11,234 51	65 06	330 90	158,941 49	5,935 58	764 17
Vermont.....	4,084 75	11,875 27	32 95	266 75	151,421 79	3,509 97	662 51
Massachusetts.....	57,752 31	38,075 06	405 05	2,806 00	1,063,591 64	65,573 34	4,783 29
Rhode Island.....	5,218 02	3,974 47	44 58	319 90	115,998 52	10,745 35	573 38
Connecticut.....	12,131 84	15,607 11	130 85	575 55	325,400 91	19,242 95	1,697 06
New York.....	219,442 73	96,749 43	731 63	10,825 20	3,158,093 29	139,788 62	11,647 22
New Jersey.....	18,016 65	13,052 09	60 81	807 55	960,638 28	10,756 94	1,352 62
Pennsylvania.....	58,342 36	55,154 95	680 08	4,295 35	1,332,651 87	55,675 86	5,500 92
Delaware.....	912 04	2,247 20	5 73	42 15	40,372 94	709 87	127 30
Maryland.....	14,922 76	10,591 38	105 72	892 85	281,150 42	9,134 94	1,162 97
Virginia.....	4,064 87	11,801 71	64 57	748 35	904,637 03	13,947 45	1,400 38
West Virginia.....	2,128 08	5,451 64	81 00	434 40	71,769 84	2,102 98	375 25
North Carolina.....	1,431 00	6,156 22	17 91	413 55	78,840 93	4,661 18	433 94
South Carolina.....	4,006 41	4,492 20	9 15	410 25	80,254 61	6,575 90	334 03
Georgia.....	3,974 56	9,266 35	19 63	645 60	157,055 56	19,065 93	1,117 29
Florida.....	725 41	1,031 92	15 18	321 55	23,242 39	1,436 45	900 29
Ohio.....	30,920 55	62,396 59	1,023 99	2,851 85	916,716 83	50,777 84	4,169 02
Michigan.....	22,675 70	27,601 23	472 98	1,275 95	380,547 37	24,903 64	2,262 91
Indiana.....	10,464 97	30,567 84	97 47	1,538 95	354,739 56	32,657 16	2,395 98
Illinois.....	44,483 25	58,117 32	1,785 83	3,926 60	1,080,002 43	67,790 61	5,960 81
Wisconsin.....	24,127 98	22,853 59	161 00	1,351 60	316,966 87	20,130 72	1,788 70
Iowa.....	11,876 85	22,157 74	45 42	1,026 15	275,642 64	18,414 76	1,888 28
Missouri.....	16,229 01	22,021 61	185 97	1,632 25	398,739 33	17,523 52	1,514 21
Kentucky.....	7,809 4	12,808 20	112 57	1,039 00	219,435 62	14,105 23	1,219 96
Tennessee.....	4,444 73	9,087 75	104 47	920 94	171,181 37	12,136 77	1,052 72
Alabama.....	3,907 30	4,833 03	22 60	567 75	105,036 97	10,963 09	636 21
Mississippi.....	1,822 24	5,222 07	1 49	349 65	76,322 58	7,979 47	703 24
Arkansas.....	702 44	1,027 30	3 30	232 80	27,494 37	2,638 67	913 73
Louisiana.....	18,451 59	4,950 00	.....	1,422 23	204,651 7	26,792 75	918 42
Texas.....	6,810 16	7,878 61	13 88	892 05	117,344 79	11,546 03	967 94
California.....	20,663 22	22,668 71	80 15	2,697 80	225,175 51	31,097 39	2,549 35
Oregon.....	735 07	2,505 92	50	135 30	32,052 16	2,961 41	305 85
Minnesota.....	9,737 54	9,378 25	12 04	569 30	104,089 60	7,716 06	702 87
Kansas.....	2,106 11	5,269 19	7 55	301 10	68,760 20	5,477 98	648 09
Nebraska.....	924 49	2,094 52	1 25	154 60	25,146 65	2,246 50	929 38
Nevada.....	1,087 87	1,709 28	.....	315 10	16,163 25	2,853 67	430 96
Colorado.....	1,558 59	1,208 21	20	134 00	22,230 57	7,332 92	415 75
Utah.....	2,246 36	1,195 22	.....	155 05	9,876 80	1,416 92	177 61
New Mexico.....	273 22	1,632 32	86	39 70	6,362 85	538 00	44 52
Washington.....	268 17	492 38	1 75	46 45	5,038 64	207 50	3 98
Dakota.....	360 16	350 74	.....	9 20	4,044 91	80 00	37 57
Arizona.....	20 13	14 71	.....	22 70	1,125 74	.....	6 64
Idaho.....	258 62	590 03	.....	196 30	4,665 11	1,022 00	80 41
Montana.....	840 42	608 79	.....	67 70	9,424 03	2,436 00	269 28
District of Columbia.....	7,223 71	2,188 31	.....	1,630 35	114,769 39	8,400 07	1,141 99
Total.....	674,726 43	649,575 20	6,633 30	49,865 80	13,005,921 98	776,001 98	65,297 97
Deduct miscellaneous items.....	2,175 37	185 04	.....	50 70	17,787 66	1,378 30	2,712 39
Add miscellaneous items.....	.....	.....	.....	.....	.....	.....	.....
	672,551 06	649,390 16	6,633 30	49,815 10	12,988,134 32	774,623 68	62,585 58

NOTE.—The following items of expenditure and revenue are not embraced in the above statement, viz:

Excess of expenditures, brought down.....	\$265,969 62
Amount paid for foreign mails and expenses of government agents.....	853,322 27
Route agents, &c.....	569,432 30
Mail messengers and supply of special offices.....	339,397 19
Foreign postage collected and returned to foreign governments.....	573,465 63
Ship, steambot, and way letters.....	7,209 64
Wrapping paper.....	64,656 10
Office furniture.....	1,277 44
Advertising.....	11,511 28
Mail bags.....	100,238 95
Blank agents and assistants.....	7,568 79
Mail locks, keys, and stamps.....	19,085 37
Mail depredations and special agents.....	123,074 05
Clerks for offices.....	43,087 35
Compensation to letter-carriers.....	714,365 91

the United States for the fiscal year ended June 30, 1867.

Receipts.	Compensation of post-masters.	Incidental expenses of post offices.	Compensation and incidental expenses.	Transportation, States.	Expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$290,662 91	\$120,148 77	\$31,164 33	\$151,313 10	\$117,428 55	\$268 741 65	.....	\$21,921 26
180,827 06	80,374 16	11,707 96	92,082 12	67,962 16	160,044 28	.....	20,783 78
171,873 99	86,564 74	8,840 48	95,405 22	100,601 62	196,006 84	\$24,132 85	.....
1,234,299 29	264,652 80	187,711 52	452,364 32	194,729 26	647,093 58	.....	587,205 71
136,874 22	28,151 20	13,078 39	41,229 59	25,170 62	66,400 21	.....	70,474 01
374,696 27	120,330 56	40,309 72	160,640 28	147,482 17	308,122 45	.....	66,573 82
3,637,278 72	540,622 95	621,697 23	1,162,320 18	607,994 58	1,770,314 76	.....	1,866,963 96
304,685 00	107,189 88	19,423 01	126,612 79	142,735 54	269,368 33	.....	35,316 67
1,532,301 39	373,942 07	210,192 19	584,134 26	479,324 93	1,063 459 19	.....	462,842 20
44,417 23	15,106 58	2,891 31	17,997 89	22,262 24	40,260 13	.....	4,157 10
317,960 94	55,537 27	58,952 13	114,489 40	237,225 41	351,714 81	33,754 47	.....
245,964 30	78,660 80	44,111 53	122,778 33	219,505 72	342,284 05	106,319 75	.....
82,342 28	34,314 80	14,408 01	48,722 81	89,693 40	138,416 21	56,073 92	.....
91,955 33	35,878 86	9,136 38	45,015 24	138,402 40	183,417 64	91,462 31	.....
96,083 15	21,411 57	11,811 30	33,222 87	90,717 44	123,940 31	27,857 16	.....
191,165 45	51,568 35	32,695 11	84,263 46	182,778 64	267,042 10	75,876 65	.....
26,974 29	10,662 02	2,682 02	13,344 04	58,819 88	72,163 92	43,189 63	.....
1,068,878 73	327,532 46	136,966 15	464,498 61	608,857 60	1,073,356 21	4,477 48	.....
469,739 78	162,567 10	57,655 01	220,222 11	216,073 57	436,295 68	.....	33,444 10
432,761 95	183,742 67	61,144 34	244,887 01	278,638 40	523,525 41	90,763 46	.....
1,195,305 85	327,339 50	175,447 21	502,786 71	376,402 23	879,188 94	.....	316,116 91
287,360 52	142,879 43	34,492 26	176,672 11	251,268 41	427,940 52	40,540 00	.....
331,062 44	148,831 44	25,605 18	174,436 62	157,035 47	331,492 09	429 65	.....
458,445 96	103,763 79	67,336 30	171,100 09	384,770 94	555,871 03	97,425 07	.....
259,229 62	85,145 68	39,461 26	124,606 94	180,081 09	304,628 03	48,158 41	.....
198,928 01	48,020 38	47,191 03	95,811 41	121,528 16	216,739 57	17,811 56	.....
125,968 95	27,228 24	19,315 12	46,543 36	155,899 72	202,443 08	76,474 13	.....
92,460 65	39,251 73	9,981 28	49,233 01	184,264 08	233,497 09	141,036 44	.....
32,302 63	11,665 51	5,755 26	17,420 77	180,633 01	198,253 78	165,951 15	.....
257,187 38	19,615 54	29,958 04	49,573 58	269,260 59	318,834 17	61,646 79	.....
145,483 46	41,178 98	21,333 28	62,512 26	405,384 86	467,897 12	322,413 66	.....
304,932 13	74,129 68	84,295 19	158,424 87	505,072 33	663,497 20	358,565 07	.....
28,566 21	14,638 78	514 07	15,152 85	326,574 67	341,727 52	313,071 31	.....
132,211 66	52,362 28	10,514 76	62,877 02	110,071 85	172,948 87	40,737 21	.....
83,089 76	34,170 21	11,191 86	45,362 07	511,713 09	557,075 16	474,065 40	.....
30,770 39	13,551 40	3,955 06	17,506 46	46,365 93	63,872 39	33,102 00	.....
22,550 13	12,131 67	7,799 19	19,930 86	125,090 79	145,021 65	122,471 52	.....
32,580 24	14,286 19	6,440 41	20,726 60	26,954 13	47,680 73	15,100 49	.....
15,068 62	6,628 06	7,205 60	13,833 66	456,935 72	470,769 38	455,700 76	.....
7,462 48	2,978 98	.....	2,978 98	85,226 28	88,205 26	80,742 78	.....
6,058 87	3,561 94	545 00	4,106 94	68,969 56	73,176 50	67,017 63	.....
4,882 58	4,031 25	1 50	4,032 75	3,354 83	7,387 58	2,505 00	.....
1,189 92	1,215 00	50 00	1,265 00	127,181 43	128,446 43	127,256 51	.....
6,783 47	4,090 04	836 69	4,856 73	12,987 64	17,844 37	11,060 90	.....
13,666 22	6,542 90	5,067 20	11,610 10	1,750 00	13,360 10	.....	306 12
135,362 82	6,670 50	89,557 61	96,228 11	.....	96,228 11	.....	39,134 71
15,228,022 66	3,944,305 11	2,280,428 38	6,224,733 49	9,101,220 94	15,325,954 43	3,629,171 12	3,531,239 35
24,289 46	.....	.....	.....	.....	.....	.....	.....
.....	89,423 06	.....	89,423 06	54,325 36	143,748 42	168,037 88	.....
15,203,733 20	4,033,728 17	2,280,428 38	6,314,156 55	9,155,546 30	15,469,702 85	3,797,209 00	3,531,239 35

Expenses, postage stamps, and stamped envelopes..... \$321,727 15
 Dead letters, "moneys refunded"..... 128 48
 Miscellaneous payments..... 267,666 43

4,383,184 54

Receipts on account of dead letters..... \$17,485 00
 Receipts on account of fines..... 650 00
 Receipts on account of miscellanous..... 15,158 67
 Excess of transportation accrued..... 351,434 28
 Total excess of expenditures over receipts..... 3,998,456 59

4,383,184 54

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 4.—*Statement of the operations of the carrier system at the following offices for the fiscal year ended June 30, 1867.*

Offices.	Mail letters delivered.	Local letters delivered.	Newspapers delivered.	Amount paid carriers, including incidental expenses.
Albany, N. Y.....	782, 927	78, 839	148, 776	\$12, 651 65
Alleghany, Penn.....	185, 146	13, 496	73, 064	2, 453 50
Baltimore, Md.....	2, 137, 371	203, 702	521, 221	34, 216 01
Boston, Mass.....	3, 324, 528	436, 316	537, 992	39, 369 71
Brooklyn, N. Y.....	1, 729, 911	190, 051	349, 996	27, 611 11
Buffalo, N. Y.....	587, 067	70, 979	193, 175	14, 096 67
Cambridge, Mass.....	197, 082	13, 807	102, 864	2, 060 41
Cambridgeport, Mass.....	166, 384	7, 218	42, 586	1, 948 50
Charlestown, Mass.....	341, 591	39, 045	85, 460	3, 576 56
Chicago, Ill.....	4, 004, 766	480, 314	803, 873	41, 585 70
Cincinnati, Ohio.....	1, 598, 756	218, 620	279, 159	25, 278 87
Cleveland, Ohio.....	1, 435, 755	85, 292	473, 755	17, 802 28
Detroit, Mich.....	963, 872	119, 823	303, 179	13, 389 27
Erie, Penn., (2d qr. 1867)...	34, 365	4, 805	40, 593	1, 454 90
Harrisburg, Penn.....	164, 191	6, 798	52, 314	1, 920 57
Hartford, Conn.....	271, 146	18, 851	73, 199	5, 286 80
Jersey City, N. J.....	333, 310	16, 049	55, 687	4, 265 69
Lancaster, Penn.....	114, 775	6, 343	18, 319	1, 270 16
Louisville, Ky.....	955, 127	93, 330	263, 381	12, 074 70
Lowell, Mass.....	278, 177	12, 991	46, 807	3, 887 90
Lynn, Mass.....	250, 154	9, 581	87, 360	2, 563 33
Manchester, N. H.....	221, 272	10, 127	83, 812	2, 451 49
Memphis, Tenn.....	887, 993	56, 666	175, 015	9, 942 26
Milwaukee, Wis.....	583, 439	57, 452	220, 981	12, 302 52
Nashville, Tenn.....	232, 201	32, 050	95, 681	5, 238 51
Newark, N. J.....	710, 560	74, 378	271, 933	15, 607 13
New Bedford, Mass.....	211, 754	12, 004	55, 256	2, 090 34
New Haven, Conn.....	295, 133	30, 712	87, 747	5, 711 22
New York, N. Y.....	11, 618, 630	5, 026, 052	1, 590, 666	151, 329 92
Philadelphia, Penn.....	5, 633, 491	2, 283, 702	1, 548, 477	98, 068 20
Pittsburg, Penn.....	734, 983	86, 092	250, 382	8, 361 32
Providence, R. I.....	537, 396	54, 016	89, 844	8, 116 55
Reading, Penn.....	131, 910	10, 185	58, 869	2, 156 53
Rochester, N. Y.....	547, 146	43, 100	176, 294	8, 065 27
Roxbury, Mass.....	255, 845	25, 686	82, 624	3, 832 85
St. Louis, Mo.....	3, 249, 167	292, 969	956, 087	33, 714 25
Salem, Mass.....	153, 973	4, 636	52, 539	1, 666 68
Syracuse, N. Y.....	685, 015	59, 237	216, 278	5, 890 50
Toledo, Ohio.....	401, 432	20, 009	350, 119	6, 201 94
Trenton, N. J.....	111, 642	6, 525	32, 110	2, 120 00
Troy, N. Y.....	517, 021	45, 675	146, 115	6, 958 70
Utica, N. Y.....	665, 871	41, 309	269, 653	8, 040 62
Washington, D. C.....	1, 247, 252	128, 002	347, 533	21, 385 23
Williamsburg, N. Y.....	433, 002	20, 457	94, 623	4, 025 67
Wilmington, Del.....	331, 153	27, 596	82, 884	3, 121 88
Worcester, Mass.....	297, 938	22, 795	73, 772	4, 754 47
Total.....	50, 551, 620	10, 597, 682	11, 962, 054	699, 937 34

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 5.—*Miscellaneous payments.*

A detailed statement, under this head, of the payments made by the Post Office Department for the fiscal year ended June 30, 1867, exhibiting the following sums placed to the credit of postmasters and others, and charged to miscellaneous account, viz:

1866.		
Oct.	3. Allowed F. Bishop, late postmaster Oil City, Penn., for rent and light in second quarter 1865.....	\$114 80
Oct.	3. Allowed G. Rowland, late postmaster Sacramento, Cal., for rent in first and second quarters 1865.....	966 67
Oct.	13. Allowed A. Miller, late postmaster Raleigh, N. C., for this amount paid express company for collecting draft on postmaster at Petersburg, N. C.	60
Oct.	18. Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$2,000.....	10 00
Oct.	18. Allowed A. Miller, late postmaster Raleigh, N. C., for labor, materials, &c., in second quarter 1866.....	1,949 66
Oct.	22. Allowed E. P. Hill, postmaster Haverhill, Mass., for gas in third quarter 1861.....	4 94
Nov.	8. Allowed George B. Lincoln, late postmaster Brooklyn, N. Y., for fuel and rent in first quarter 1864.....	78 02
Nov.	9. Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$2,500.....	12 50
Nov.	23. Allowed H. Dills, late postmaster Quincy, Ill., for rent, &c., in third quarter 1866.....	15 50
Dec.	1. Allowed E. A. Brown, postmaster Danbury, Conn., for rent in third quarter 1866.....	12 50
Dec.	6. Allowed A. Sagendoff, postmaster Denver, Colorado, for rent in second quarter 1866.....	60 00
Dec.	10. Allowed J. B. Winger, postmaster Springfield, Mo., for rent in second quarter 1866.....	60 00
Dec.	11. Allowed J. G. French, postmaster Montpelier, Vt., for fuel and light during fiscal year ended June 30, 1865.....	81 60
Dec.	12. Allowed George Bergner, late postmaster Harrisburg, Penn., for stationery and printing in third and fourth quarters 1865, and first quarter 1866.....	41 34
Dec.	12. Allowed J. W. Deal, late postmaster Chambersburg, Penn., for rent in third quarter, 1866.....	20 82
Dec.	12. Allowed A. H. Grimshaw, postmaster Wilmington, Del., for fuel in third quarter 1866.....	22 10
Dec.	13. Allowed A. L. Robinson, postmaster Alleghany, Penn., for stationery in third quarter 1866.....	2 50
Dec.	13. Allowed S. S. Mathews, postmaster Pontiac, Mich., for rent in third quarter 1866.....	30 00
Dec.	14. Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange for draft on New Orleans for \$1,650.....	8 25
Dec.	15. Allowed H. E. Taylor, late postmaster Williamsport, Penn., for light and stationery in third quarter 1866.....	12 15
Dec.	22. Allowed W. A. Howard, late postmaster Detroit, Mich., for gas fixtures, &c., in third quarter 1866.....	9 00
Dec.	26. Allowed Daniel Mace, postmaster La Fayette, Ind., for rent in third quarter 1866.....	110 33
Dec.	26. Allowed H. N. Marsh, late postmaster Joliet, Ill., for repairs, &c., in third quarter 1866.....	6 00
Dec.	27. Allowed W. Stowe, postmaster Springfield, Mass., for rent in third quarter 1866.....	75 00
1867.		
Jan.	1. Allowed N. Stein, postmaster Salt Lake City, Utah, for rent in third quarter 1866.....	150 00
Jan.	16. Allowed James R. Hood, late postmaster Chattanooga, Tenn., for fuel, light, and repairs in fourth quarter 1863, first and fourth quarters 1864.....	12 50
Jan.	19. Allowed William A. Howard, postmaster Detroit, Mich., for printing in third quarter 1862.....	7 00
Jan.	16. Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$2,300.....	11 50
Jan.	16. Allowed J. C. Janney, late postmaster Columbia, S. C., for rent and stationery in fourth quarter 1865 and first quarter 1866.....	230 00

Jan.	16.	Allowed F. Blodgett, postmaster Augusta, Georgia, for expense incurred in depositing \$6,000 with assistant treasurer United States at Charleston, S. C.	\$25 00
Feb.	5.	Allowed J. C. Luttrell, acting postmaster Knoxville, Tenn., for fuel and light in first quarter 1865	26 85
Feb.	5.	Allowed W. A. Howard, postmaster Detroit, Mich., for light in third quarter 1866	6 68
Feb.	5.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$1,200	3 00
Feb.	5.	Allowed Joseph Howell, postmaster Shreveport, La., for rent and water in first, second, and third quarters 1866	486 00
Feb.	5.	Allowed Thomas M. Hogan, postmaster Columbus, Ga., for light and stationery in fourth quarter 1865	102 25
Feb.	5.	Allowed S. S. Wilson, postmaster Dunkirk, N. Y., for rent in third quarter 1866	41 48
Feb.	15.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$4,500	11 25
Feb.	15.	Allowed V. W. Grahm, postmaster Galveston, Texas, for amount paid J. R. Root, late postmaster, for post office furniture	514 86
Feb.	15.	Allowed C. B. King, late postmaster Ottawa, Ill., for repairs in first and second quarters 1865	8 50
Feb.	15.	Allowed J. M. Burgess, late postmaster Janesville, Wis., for rent and light in third quarter 1866	120 15
Feb.	21.	Allowed G. H. Chase, late postmaster Lynn, Mass., for rent and light in third quarter 1864	107 65
March	1.	Allowed Robert Bigham, postmaster Franklin, Penn., for rent, fuel, and lights in second, third, and fourth quarters 1866	1,410 77
March	29.	Allowed Robert Peyser, postmaster Bethlehem, Penn., for rent and light in third quarter 1866	42 43
April	1.	Allowed J. A. Kousler, postmaster Jackson, Miss., for rent, fuel, &c., in second, third, and fourth quarters 1865	100 00
April	1.	Allowed E. A. Jones, postmaster Chattanooga, Tenn., for rent in fourth quarter 1866	150 00
April	1.	Allowed R. G. Greene, postmaster Petersburg, Va., for fuel in first quarter 1866	6 00
April	1.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$3,500	8 75
April	1.	Allowed C. O. Burton, late postmaster Stockton, Cal., for fuel and light in first and second quarters 1864	55 20
April	1.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$3,000	7 50
April	1.	Allowed S. P. Gambia, late postmaster San Antonio, Texas, for expense incurred in sending \$3,000 to New Orleans	30 00
April	1.	Allowed Robert Peyser, postmaster Bethlehem, Penn., for rent in fourth quarter 1866	37 50
April	3.	Allowed S. S. Mathews, postmaster Pontiac, Mich., for rent in fourth quarter 1866	30 00
April	3.	Allowed J. White, sr., postmaster Hanover, Ill., for expense incurred in closing office at Big Rush, Ill.	5 00
April	12.	Allowed C. H. Pyle, late postmaster Yreka, Cal., for rent, fuel, and light during 1862, 1863, and 1864	642 55
April	12.	Allowed J. O. Jones, late postmaster Terre Haute, Ind., for printing and stationery in fourth quarter 1865	15 97
April	12.	Allowed J. F. Copp, postmaster Rock Island, Ill., for fuel in fourth quarter 1866	2 64
April	12.	Allowed J. Marsh, late postmaster Lockport, N. Y., for balance of rent for third quarter 1866	25 00
April	12.	Allowed L. A. Spalding, postmaster Lockport, N. Y., for rent in fourth quarter 1866	60 87
April	12.	Allowed W. Briuer, postmaster Reading, Penn., for rent in fourth quarter 1866	75 00
April	12.	Allowed S. F. Von Bonnhorst, late postmaster Pittsburg, Penn., for rating stamps, binding, &c., in second and third quarters 1863	8 10
April	22.	Allowed B. A. Griffith, postmaster Monmouth, Ill., for rent in fourth quarter 1866	39 67
April	27.	Allowed H. E. Blackman, postmaster Petroleum Centre, Penn., for rent in third quarter 1866	125 00
May	9.	Allowed C. K. Sanders, late postmaster Nunda, N. Y., for expense incurred in closing office at Chautauque Valley, N. Y.	10 00

May	9.	Allowed J. Weeks, postmaster Bangor, Maine, for light in third and fourth quarters 1866.....	\$9 63
May	9.	Allowed J. M. Earle, postmaster Worcester, Mass., for stationery in third quarter 1866.....	45 79
May	13.	Allowed C. A. Burton, late postmaster Stockton, Cal., for rent in first and second quarters 1864.....	300 00
May	18.	Allowed T. M. Hagan, late postmaster Columbus, Ga., for rent in fourth quarter 1865 and third quarter 1866.....	500 60
June	6.	Allowed J. G. Palfrey, late postmaster Boston, Mass., for amount paid J. Byrns for finding valuable mail bag January 31, 1867, \$30; also, amount paid D. Sullivan for similar service February 10, 1867, \$5.....	35 00
June	10.	Allowed W. J. Bibb, postmaster Montgomery, Ala., for rent in third quarter 1865.....	106 39
June	12.	Allowed N. Stein, postmaster Salt Lake City, Utah, for rent in fourth quarter 1866.....	312 50
July	3.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans, La., for \$2,000.....	5 00
July	6.	Allowed Frank Heich, postmaster Brookhaven, Miss., for expense incurred in closing post office at Bahala, Miss.....	1 00
July	23.	Allowed A. F. Stevens, late postmaster Nashua, N. H., for fuel and light in third and fourth quarters 1866 and first and second quarters 1867.....	53 78
July	23.	Allowed C. W. Gillett, late postmaster Waterbury, Conn., for fuel and light in third quarter 1866.....	34 80
July	24.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans, La., for \$2,000.....	10 00
July	24.	Allowed Wallis Ball, late postmaster West Meriden, Conn., for fuel and light in third quarter 1866.....	19 01
July	24.	Allowed C. A. Harrington, postmaster Albion, N. Y., for rent in second quarter 1866.....	37 50
July	24.	Allowed A. Van Kleeck, late postmaster Poughkeepsie, N. Y., for fuel in fourth quarter 1866.....	26 00
July	24.	Allowed S. P. Lewis, late postmaster Rome, N. Y., for fuel in first quarter 1867.....	72 25
July	24.	Allowed G. B. Badgely, postmaster Schoharie, N. Y., for printing in second quarter 1867.....	4 50
Aug.	2.	Allowed P. L. Foy, postmaster St. Louis, Mo., for fuel in fourth quarter 1866, and first quarter 1867.....	147 80
Aug.	3.	Allowed M. M. Seymour, late postmaster Painesville, Ohio, for fuel, light, &c., in fourth quarter 1866 and first quarter 1867.....	58 55
Aug.	26.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans, La., for \$1,000.....	2 50
Sept.	9.	Allowed C. B. Griffin, late postmaster Newark, Ohio, for fuel in fourth quarter 1865.....	30 25
Sept.	9.	Allowed John Ryan, late postmaster Decatur, Ill., for fuel, light, &c., in first quarter 1867.....	61 37
Sept.	11.	Allowed W. A. Ingram, acting postmaster Jeffersonville, Ind., for rent, light, and stationery in second quarter 1867.....	72 75
Sept.	16.	Allowed J. O. Hamilton, postmaster Jacksonville, Ind., for fuel and light in fourth quarter 1866 and first quarter 1867.....	63 80
Sept.	23.	Allowed J. Howell, postmaster Shreveport, La., for rent and fuel in fourth quarter 1865, first, second, third, and fourth quarters 1866.....	758 00
Sept.	28.	Allowed J. C. Janney, postmaster Columbia, S. C., for rent and light in second quarter 1867.....	128 70
Sept.	30.	Allowed D. G. Rose, postmaster Indianapolis, Ind., for fuel and light in first quarter 1867.....	117 16
Sept.	30.	Allowed E. G. Randall, postmaster Portland, Oregon, for amount expended in fitting up his office during the first and second quarters 1866.....	1,318 48

Amounts paid by the department on warrants and charged to miscellaneous account, viz :

1866.

Oct.	8.	Paid George F. Nesbitt & Co., for envelopes furnished during third quarter 1866.....	4,290 18
Oct.	8.	Paid John Sproat, for jute twine furnished during third quarter 1866.....	4,480 00

Oct.	8.	Paid L. H. Littlefield, for services as marshal of the United States for the district of Dakota Territory, in one case.....	\$54 40
Nov.	15.	Paid National Bank Note Co., for printing and binding draft books in third quarter 1866.....	41 50
Nov.	24.	Paid George F. Nesbitt & Co., for letter paper furnished, and printing and ruling same.....	164 50
Dec.	12.	Paid C. E. Yast, for services as marshal of the United States for the district of Nebraska, in one case.....	2 89
Dec.	12.	Paid E. A. Rollins, Commissioner Internal Revenue, for tax withheld from compensation paid to sundry persons in preparing post route maps.....	25 31
Dec.	13.	Paid George F. Nesbitt & Co., for letter paper furnished blank agent at New York, September 29, 1866.....	6 50
Dec.	31.	Paid National Bank Note Co., for printing and binding draft books in third quarter 1865.....	311 25
1867.			
Jan.	3.	Paid John Sproat, for jute twine furnished during fourth quarter 1866.....	3,920 00
Jan.	3.	Paid E. B. Olmstead, for incidental expenses incurred in the preparation of post route maps.....	1,656 53
Jan.	7.	Paid George F. Nesbitt & Co., for envelopes furnished during fourth quarter 1866.....	3,515 22
Jan.	15.	Paid J. S. Emery, for services as attorney of the United States for the district of Kansas, in one case.....	10 00
Jan.	15.	Paid A. N. Stone, for services as attorney of the United States for the district of Georgia, in one case.....	25 00
March	6.	Paid D. H. Starbuck, for services as attorney of the United States for the district of North Carolina, in eight cases.....	160 00
March	20.	Paid Jessup & Moore, for hemp twine furnished during first quarter 1867.....	1,115 00
March	20.	Paid E. W. Donn, for additional compensation for services in preparing post route maps, under act of March 3, 1865, for September, October, and November, 1866.....	65 76
March	20.	Paid D. J. Baldwin, for services as attorney of the United States for the eastern district of Texas, in six cases.....	120 00
March	29.	Paid F. W. Howard, for additional compensation for services in preparing post route maps, under act of February 28, 1867, from December 21, 1866, to February 14, 1867.....	41 20
March	29.	Paid R. M. Thomson, for similar service, under same act, from October 1, 1866, to February 14, 1867.....	63 56
March	30.	Paid F. W. Howard, for services (including extra compensation) in preparing post route maps for the month of March, 1867, at \$1,400 per annum.....	152 09
March	30.	Paid R. M. Thomson, for similar service, during same period, including extra compensation, at \$600 per annum.....	64 25
April	2.	Paid George F. Nesbitt, for envelopes furnished in second quarter 1867.....	4,925 73
April	20.	Paid Jessup & Moore, for twine furnished in second quarter 1867.....	495 00
April	30.	Paid Thomas R. Smith, for services as assistant attorney of the United States for the district of Tennessee, in one case.....	300 00
April	30.	Paid George F. Nesbitt & Co., for stationery furnished blank agency during first quarter 1867.....	12 82
May	17.	Paid F. E. Spinner, Treasurer of United States, for internal revenue tax withheld from sundry persons employed in preparing post route maps.....	7 92
May	23.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 138 of the act of May 17, 1864.....	40,000 00
May	29.	Paid Hiram Lorange, for services as clerk of the United States court for the western district of Texas, in two cases.....	41 50
June	7.	Paid George F. Nesbitt, for registered package envelopes furnished during second quarter 1867.....	10,403 00
June	7.	Paid George F. Nesbitt, for furnishing paper and printing same during second quarter 1867.....	129 10
June	26.	Paid Thomas A. Osborne, for services as marshal of the United States for the district of Kansas, in six cases.....	60 00
June	26.	Paid E. J. Bullock, for services as attorney of the United States for the district of Kentucky, in three cases.....	60 00

June	27.	Paid E. B. Olmstead, disbursing clerk of the Post Office Department, for material and incidental expenses incurred in the preparation of post route maps.....	\$4,116 19
June	29.	Paid Robert Leachman, for services as attorney of the United States for the southern district of Mississippi, in three cases.....	30 00
July	6.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 138 of the act of May 17, 1864.....	40,000 00
July	15.	Paid John Sproat, for jute twine furnished during second quarter 1867.....	4,680 00
July	22.	Paid Jessup & Moore, for hemp twine furnished May 6, 1867.....	742 50
July	23.	Paid D. H. Starbuck, for services as attorney of the United States for the district of North Carolina, in thirteen cases.....	260 00
July	27.	Paid Jessup & Moore, for hemp twine furnished May 17 and July 3, 1867.....	495 00
July	27.	Paid National Bank Note Company, for engraving plates, printing and binding warrants and drafts, as per orders.....	3,917 25
July	29.	Paid Caleb Cushing, for retainer, in the case of United States vs. Boyd and others in the court of chancery at Toronto, Canada West.....	500 00
Aug.	3.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 9 of the act of May 17, 1864.....	40,000 00
Aug.	5.	Paid Richard White, for services in separating, placing in sacks, and preparing for sale waste paper, under the provisions of an act approved May 24, 1858.....	1,180 00
Aug.	27.	Paid George F. Nesbitt, for envelopes ordered by the Post Office Department, and purchased in open market.....	9,457 00
Aug.	31.	Paid F. E. Spinner, Treasurer of the United States, for tax withheld from salaries of post route clerks to June 30, 1867.....	28 05
Sept.	4.	Paid Jessup & Moore, for hemp twine furnished September 3, 1867.....	125 00
Sept.	5.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 9 of the act of May 17, 1864.....	60,000 00
Sept.	14.	Paid National Bank Note Company, for printing warrants, furnishing paper, and binding same, September 12, 1867.....	282 50
Sept.	20.	Paid Jessup & Moore, for hemp twine furnished during third quarter 1867.....	250 00

Amounts paid by the department on drafts, and charged to miscellaneous account, viz:

1866.			
Oct.	1.	Paid E. W. Donn, for services in preparing post route maps during the month of September, 1866, at \$1,400 per annum.....	110 88
Oct.	1.	Paid R. M. Thomson, for similar services same period, at \$35 per month.....	35 00
Oct.	30.	Paid R. M. Thomson, for similar services during the month of October, 1866, at \$35 per month.....	35 00
Oct.	30.	Paid E. W. Donn, for similar services same period, at \$1,400 per annum.....	114 56
Nov.	10.	Paid Peter Melenda, for services as marshal of the United States for the district of Iowa, in five cases.....	139 13
Nov.	21.	Paid C. F. Thomas, for hemp twine furnished October 26, 1866.....	1,250 00
Nov.	23.	Paid Earl Bill, for services as marshal of the United States for the northern district of Ohio, in five cases.....	130 93
Nov.	23.	Paid F. W. Green, for services as clerk of the United States circuit court for the northern district of Ohio, in three cases.....	20 70
Nov.	27.	Paid R. M. Thomson, for services in preparing post route maps during the month of November, 1866, at \$600 per annum.....	50 00
Nov.	27.	Paid R. M. Thomson, for additional compensation for the month of October, 1866.....	15 00
Nov.	27.	Paid E. W. Donn, for services in preparing post route maps during the month of November, 1866, at \$1,400 per annum.....	110 88
Dec.	3.	Paid John W. Miller, for services as clerk of the United States district court for the district of Wisconsin, in nine cases.....	13 50
Dec.	23.	Paid Alfred Kilgore, for services as attorney of the United States for the district of Indiana, in one case.....	10 00
Dec.	23.	Paid F. W. Howard, for services in preparing post route maps from December 21 to 31, 1866, at \$1,400 per annum.....	40 65
Dec.	23.	Paid R. M. Thomson, for similar services during the month of December, 1866, at \$600 per annum.....	50 54

1867.		
Jan.	10. Paid R. M. Corwin, for services as attorney of the United States for the southern district of Ohio, in one case.....	\$10 00
Jan.	15. Paid B. H. Bristow, for similar services for the district of Kentucky, in two cases.....	20 00
Jan.	21. Paid A. J. Ballard, for services as clerk of the United States district court for the district of Kentucky, in four cases.....	16 35
Jan.	26. Paid James W. Chew, for similar services for the district of Maryland, in three cases.....	19 95
Jan.	30. Paid Charles Dickey, for services as marshal of the United States for the eastern district of Michigan, in four cases.....	54 57
Jan.	30. Paid R. M. Thomson, for services in preparing post route maps during the month of January, 1867, at \$600 per annum.....	50 00
Jan.	30. Paid F. W. Howard, for similar services same period, at \$1,400 per annum.....	117 12
Feb.	25. Paid Fairbanks & Co., for letter balances furnished January 1, 1867.	1,287 50
Feb.	26. Paid Younglove, Massey & Co., for mail-bag catchers, &c., for postal cars, furnished December 22, 1866, and January 7, 1867...	439 98
Feb.	28. Paid F. W. Howard, for services in preparing post route maps during the month of February, 1867, at \$1,400 per annum.....	105 76
Feb.	28. Paid R. M. Thomson, for similar services same period, at \$600 per annum.....	50 00
Mar.	2. Paid H. L. Moss, for extra services as attorney of the United States for the district of Minnesota, in one case.....	200 00
April	10. Paid John Sproat, for jute twine furnished in first quarter 1867....	3,900 00
April	10. Paid Riggs & Co., for coin draft for \$551 50 to pay George Morphy for professional services in recovering postage stamps of the value of \$10,500, (United States vs. Boyd and Arthurs).....	750 04
April	24. Paid John J. Sturgis, for amount taken from him under the second section of the act of March 1, 1847.....	1,950 83
May	1. Paid R. M. Thomson, for services, including additional compensation, in preparing post route maps for the month of April, 1867, at \$75.....	89 46
May	1. Paid F. W. Howard, for similar service same period, including additional compensation, at \$1,400 per annum.....	135 65
May	4. Paid L. V. B. Martin, for extra official services as attorney of the United States for the southern district of Alabama, in one case...	10 00
May	8. Paid A. S. Mitchell, for services as clerk of the United States district court for the western district of Tennessee, in two cases....	55 40
May	23. Paid Robert Leech, for services as commissioner in taking testimony in the case of United States vs. Boyd <i>et al.</i>	59 12
May	29. Paid F. W. Howard, for services, including additional compensation, in preparing post route maps during the month of May, 1867, at \$1,400 per annum.....	140 19
May	29. Paid R. M. Thomson, for services, including additional compensation, in preparing post route maps for the month of May, 1867, at \$75.....	89 66
June	8. Paid H. L. Moss, for services as attorney of the United States for the district of Minnesota, in one case.....	20 00
June	27. Paid R. M. Thomson, for services, including additional compensation, in preparing post route maps for the month of June, 1867, at \$75.....	89 67
June	27. Paid F. W. Howard, for services, including additional compensation, in preparing post route maps for the month of June, 1867, at \$1,400 per annum.....	135 65
July	16. Paid A. J. Ballard, for services as clerk of the United States circuit court for the district of Kentucky, in twelve cases.....	78 30
July	16. Paid W. A. Merriwether, for services as marshal of the United States for the district of Kentucky, in eleven cases.....	206 03
July	17. Paid William Price, for services as attorney of the United States for the district of Maryland, in two cases.....	30 00
July	20. Paid B. H. Bristow, for services as attorney of the United States for the district of Kentucky, in ten cases.....	75 00
July	23. Paid John E. Rosette, for services as attorney of the United States for the southern district of Illinois, in three cases.....	30 00
July	27. Paid R. M. Thomson, for services in preparing post route maps during the month of July, 1867, at \$1,400 per annum.....	75 82
July	27. Paid F. W. Howard, for similar services, during same period, at \$1,400 per annum.....	116 25
July	31. Paid H. L. Moss, for services as attorney of the United States for the district of Minnesota, in one case.....	20 00

Amount allowed to the postmasters at the principal offices of the United States for incidental expenses of their offices, actually and necessarily incurred, such as rent, fuel, stationery, lights, office repairs, printing, gas fixtures, &c.

Third quarter 1866	\$64,304 00
Fourth quarter 1866	86,901 19
First quarter 1867	94,872 00
Second quarter 1867	108,664 27
	<hr/>
	\$354,741 46
Total miscellaneous payments	622,878 94

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 6.—*Summary of principal labors.*

The following brief summary indicates, partially, the chief labors performed by the office during the last fiscal year:

The number of accounts of late postmasters of the fiscal year requiring the final adjustment of their respective accounts	13,498
The number of accounts of late postmasters prior to July 1, 1866	30,487
The number of accounts of present postmasters	25,170
The number of quarterly accounts of postmasters adjusted, audited, and registered	90,567
The number of accounts of mail contractors audited and reported for payment	22,973
The number of accounts of postal clerks and route agents audited and reported for payment	8,000
The number of accounts of special agents audited and reported for payment ..	439
The number of accounts of special contractors and mail messengers audited and reported for payment	15,344
The number of miscellaneous accounts audited and reported for payment	182
The number of accounts of United States attorneys and marshals, and of clerks of the United States courts, adjusted and reported for payment	45
The number of accounts for advertising audited and reported for payment	101
The number of suits instituted	416
The number of judgments obtained in favor of the United States	65
The number of collection orders issued to mail contractors	66,352
The number of collection drafts issued	6,843
The number of department drafts countersigned and registered	18,131
The number of department warrants countersigned and registered	5,398
The number of certificates of deposits made by postmasters with other postmasters examined and registered	2,637
The number of letters received	156,602
The number of letters prepared, recorded, and mailed	108,239
The number of folio-post pages of correspondence recorded in the collection letter-book	4,751
The number of pages recorded in miscellaneous book	961
The number of pages recorded in suit-book	420
The number of pages recorded in report letter-book	187
The number of accounts on the ledgers	69,155
The number of corrected quarterly accounts of postmasters re-examined, copied, restated, and mailed	23,000
The number of letter-carriers' accounts settled	3,716
The number of money order accounts settled	43,316
The number of letters written and mailed relating to money order affairs	684
Amount collected on drafts issued on late postmasters	\$291,828 25
Amount collected on orders issued in favor of mail contractors	1,857,716 47
Amount collected on drafts issued on mail contractors	48,285 96
Amount collected from special and mail messenger offices	339,397 19
Amount collected by suit	9,674 52
Amount of deposits made by postmasters with other postmasters	417,927 34

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 7.—Statement showing the transactions of the money order

	Number of offices.	Number of orders issued.	Balance from last quarter.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due postmasters.
					Total fees received.	Premiums.		
Alabama.....	1	1,887	\$905 32	\$32,602 03	\$357 85			
Arkansas.....	1	890	1,248 80	23,835 12	159 40			
California.....	51	14,647	75,624 96	509,142 92	3,018 60		\$244,007 00	
Colorado.....	2	1,158	1,264 40	22,839 97	174 90			
Connecticut.....	24	13,428	3,562 75	234,018 57	1,916 05		76,987 25	
Delaware.....	7	2,309	439 31	39,183 22	320 00		200 00	
Dist. of Columbia.	1	7,573	1,891 66	175,768 61	1,245 75		25,759 00	
Florida.....	2	1,539	180 68	63,537 94	348 50			
Georgia.....	2	2,510	625 40	65,306 98	442 50			
Idaho Territory.....	4	100		4,151 40	22 60			
Illinois.....	75	52,895	10,557 38	911,808 67	7,404 20		497,302 89	\$15 37
Indiana.....	55	31,755	5,381 08	518,982 44	4,372 39		154,381 96	32 96
Iowa.....	40	18,891	3,697 96	305,480 69	2,586 90	\$0 75	81,416 00	
Kansas.....	8	3,887	919 93	89,164 09	633 35		3,150 00	
Kentucky.....	7	5,144	953 82	99,240 29	771 70		900 00	
Louisiana.....	1	4,174	1,331 39	114,774 44	755 25			
Maine.....	20	6,483	1,874 42	162,848 82	1,124 25		70,157 30	
Maryland.....	14	8,291	2,982 76	168,385 11	1,283 35		84,670 62	
Massachusetts.....	39	22,469	5,247 64	468,457 92	3,425 65		478,574 36	2 20
Michigan.....	31	18,547	3,737 45	344,867 75	2,709 20		166,414 86	
Minnesota.....	17	7,811	2,040 87	133,306 93	1,109 55		66,359 57	9 21
Mississippi.....	2	1,596	1,960 25	40,173 65	274 90			
Missouri.....	20	14,534	6,853 87	297,320 79	2,234 50		365,969 88	
Montana Territory.....	2	117		4,369 15	25 80			
Nebraska.....	2	1,837	558 18	39,899 77	295 55			
Nevada.....	4	2,867	483 26	111,571 61	628 45			
New Hampshire.....	17	5,074	1,590 51	109,702 63	806 25		14,600 00	83
New Jersey.....	27	8,814	1,877 33	180,650 32	1,360 97		14,525 00	27 37
New York.....	94	64,017	37,891 36	1,153,332 69	9,188 70		2,205,340 94	458 52
North Carolina.....	2	981	323 02	20,792 02	153 90			
Ohio.....	90	53,998	10,725 16	911,771 02	7,563 75		515,598 59	7 69
Oregon.....	14	818	347 64	24,839 58	155 30			
Pennsylvania.....	72	42,355	8,913 89	796,340 48	6,238 30		576,382 22	
Rhode Island.....	7	4,552	837 34	89,362 26	680 45		32,072 00	
South Carolina.....	2	1,753	896 94	46,847 51	311 00		3,633 00	
Tennessee.....	4	7,191	2,007 11	164,664 97	1,160 85		9,936 00	
Utah Territory.....	1	746	493 55	17,198 08	120 00			
Vermont.....	19	6,460	1,497 60	110,164 89	915 90		3,400 00	7 92
Virginia.....	5	4,297	718 31	89,826 65	665 45		14,562 00	
Washington Ter'y.....	4	78		3,405 23	18 00			
West Virginia.....	5	2,274	655 58	39,975 23	325 35			4 55
Wisconsin.....	38	23,727	8,193 82	469,415 28	3,583 35	25	267,669 26	
Total.....	833	474,496	211,312 50	9,229,327 72	70,888 57	1 00	5,973,969 70	566 68

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT,

October 31, 1867.

office of the United States for the fiscal year ending June 30, 1867.

Transferred from postage fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposited.	Expenses.	Commissions and clerk hire.	Balance due U. S.	Miscellaneous items.
.....	397	\$11,388 13	\$543 78	.....	\$40,437 00	\$23 55	.....	\$1,452 74	.....
.....	159	5,266 48	312 50	.....	18,680 00	.....	\$59 71	724 63	.....
\$2,680 07	3,466	138,342 64	6,045 07	\$514,698 92	124,638 00	73 92	2,575 18	48,100 52	.....
.....	229	7,844 79	440 75	.....	14,461 00	38 75	.....	1,513 98	.....
13,457 00	9,310	209,657 09	1,993 98	1,500 00	111,058 00	.....	883 52	4,849 03	.....
875 00	1,012	21,961 22	534 07	.....	17,314 00	1 50	134 09	1,072 65	.....
1,000 00	7,852	154,913 18	1,132 22	1,000 00	44,519 00	121 21	1,305 91	2,673 50	.....
.....	45	1,644 34	155 10	.....	56,159 00	750 00	118 23	5,340 45	.....
800 00	673	21,422 48	498 27	.....	42,800 00	.....	.....	2,354 13	.....
100 00	1	50 00	250 00	.....	1,790 00	.....	7 59	2,176 41	.....
32,567 00	51,581	913,859 70	9,128 44	600 00	510,543 77	255 98	3,206 32	22,020 01	\$41 29
6,423 81	14,813	279,823 48	4,391 28	164 81	388,969 92	475 21	2,017 76	13,792 09	.....
16,149 00	9,507	197,352 48	3,149 53	450 00	197,920 36	317 55	1,057 16	9,064 32	.....
2,954 00	2,292	55,114 19	1,046 02	403 00	35,786 63	26 75	210 26	4,232 50	.....
6,475 00	2,871	65,436 93	994 90	.....	40,064 00	25	146 78	1,697 95	.....
.....	2,078	60,429 57	793 45	.....	40,577 00	13 59	300 00	14,745 47	.....
19,873 06	6,031	173,644 03	1,203 70	100 00	74,644 30	141 50	385 89	5,756 32	.....
17,155 00	9,453	191,830 48	1,346 09	6,000 00	69,685 62	.....	293 06	5,321 59	.....
63,526 16	49,700	888,613 90	4,510 46	.....	113,644 00	319 60	988 07	8,947 82	.....
13,533 00	12,858	288,627 44	4,361 16	.....	224,517 05	50 18	398 07	12,717 36	.....
4,303 37	4,322	101,784 30	1,042 53	.....	101,145 37	7 00	400 21	2,750 09	.....
.....	347	9,409 30	470 78	.....	29,331 00	814 00	59 56	2,324 16	.....
6,369 83	12,746	278,767 24	3,939 10	1,000 00	380,684 46	190 50	1,510 72	12,656 85	6 57
.....	3	132 00	.....	.....	1,300 00	.....	8 75	2,894 20	98
453 00	584	14,511 65	544 25	.....	25,022 00	.....	116 63	1,011 97	.....
200 00	278	11,281 23	798 23	.....	96,308 00	175 22	223 58	4,097 06	.....
18,610 00	4,100	107,085 58	750 24	.....	34,379 11	3 52	402 39	2,689 38	.....
21,802 51	7,658	170,099 32	2,452 21	400 00	41,547 47	5 25	664 38	5,074 87	.....
139,803 01	123,355	2,148,595 45	12,572 00	20,400 00	1,292,072 70	500 65	7,914 69	54,959 79	.....
.....	305	8,564 85	107 00	.....	12,244 00	1 27	62 00	289 82	.....
32,379 16	48,931	902,909 97	8,859 94	212 00	543,589 73	186 00	3,444 29	18,840 07	6 37
1,790 00	218	9,025 26	60 00	.....	12,829 00	.....	63 06	5,153 18	.....
20,521 53	47,460	897,551 32	8,694 16	50 00	473,417 94	114 80	4,181 09	22,364 07	3 04
2,335 00	3,114	74,577 21	989 47	183 00	47,639 00	1 47	543 85	1,353 05	.....
.....	771	20,078 00	339 00	.....	29,309 00	13 50	28 07	1,920 88	.....
.....	1,711	40,615 92	1,914 70	1,131 00	131,908 00	33 00	832 36	1,333 93	.....
.....	103	3,379 15	68 10	.....	12,790 00	.....	44 22	1,530 16	.....
8,450 00	3,403	77,597 98	883 10	.....	41,703 20	50	402 03	4,049 50	.....
2,110 00	2,421	53,164 86	393 09	.....	52,414 00	43 00	151 59	1,715 87	.....
.....	2	67 00	.....	.....	1,108 00	.....	6 08	2,945 15	.....
1,160 00	1,053	23,123 93	404 50	.....	17,529 00	10 00	137 32	915 96	.....
10,056 53	14,977	338,330 59	5,451 85	588 53	400,485 42	34 43	1,805 29	12,222 18	.....
458,911 98	461,867	8,977,874 71	93,366 02	548,880 56	5,959,281 97	4,745 65	39,883 31	330,867 68	58 25

H. J. ANDERSON, Auditor.

No. 8.—*Statement showing the revenue accruing to the money order department for the fiscal year ending June 30, 1867.*

Total amount received for fees on money orders issued.....	\$70,888 57	
Amount received for premium on drafts.....	1 00	
Commissions allowed postmasters.....		\$19,835 03
Clerk hire.....		20,048 22
Lost remittances.....		3,562 00
Incidental expenses.....		1,183 65
Net revenue accrued.....		26,260 61
	70,889 57	70,889 57

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 9.—*Statement showing the receipts and disbursements of the money order department for the fiscal year ending June 30, 1867.*

RECEIPTS.		
Balance in hands of postmasters June 30, 1866.....	\$211,312 50	
Amount received for money orders issued.....	9,229,327 72	
Amount received for fees.....	70,888 57	
Amount received for premium on drafts.....	1 00	
Amount received on deposit and from drafts.....	5,973,969 70	
Amount due postmasters.....	566 68	
Amount transferred from postage fund.....	458,911 98	
DISBURSEMENTS.		
Amount of money orders paid.....		\$8,977,874 71
Amount of money orders repaid.....		93,366 02
Amount transferred to postage fund.....		548,880 56
Amount deposited at first-class offices.....		5,949,281 97
Amount allowed for incidental expenses.....		1,183 65
Amount allowed for lost remittances.....		3,562 00
Amount allowed for clerk hire.....		20,048 22
Amount allowed for commissions.....		19,835 03
Miscellaneous items.....		330,887 62
	15,944,978 15	15,944,978 15

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 10.—*Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$37,121 85	\$49,519 45	\$51,759 06	\$83,689 81	\$222,090 17
Miscellaneous line....	19,366 16	56,100 36	26,460 32	66,059 09	167,985 93
Canadian line.....	5,878 70	25,837 19	12,745 72	35,266 37	79,727 98
German Lloyd	2,998 52	7,521 34	3,198 24	11,019 92	24,738 02
Hamburg line.....	2,134 03	5,663 05	3,017 60	8,053 12	18,867 80
N. Y. and Havre line..	1,876 39	5,532 27	3,586 88	7,351 20	18,346 74
Baltimore and Liver- pool S. S. Co	301 33	2,335 02	252 08	4,100 00	6,988 43
North American Lloyd.	235 38	957 70	101 28	1,207 20	2,501 56
Total	69,912 36	153,466 38	101,121 18	216,746 71	541,246 63
Amount received	223,378 74	.....	317,867 89	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$712 30	\$166,941 80	\$52,657 15	\$51,235 92	\$271,547 17
Miscellaneous line....	641 44	78,614 23	33,294 99	23,670 74	136,221 40
Canadian line.....	.....	23,069 48	4,960 01	3,201 96	31,231 45
German Lloyd	376 71	39,406 18	11,190 54	15,491 44	66,464 87
Hamburg line	143 15	15,424 86	4,365 22	5,481 84	25,415 07
N. Y. and Havre line..	71 56	14,416 76	4,908 52	5,048 04	24,444 88
Baltimore and Liver- pool S. S. Co .....	.....	72 00	138 96	38 88	249 84
North American Lloyd.	13 04	2,653 19	114 36	667 68	3,448 27
Total	1,958 20	340,598 50	111,629 75	104,836 50	559,022 95
Amount sent.....	454,186 45	.....	.....	104,836 50	.....

Amount collected in the United States..... \$677,565 19
Amount collected in the United Kingdom 422,704 39

Total..... 1,100,269 58

Excess collected in the United States..... \$254,860 80
Increase of postage over last fiscal year..... 25,537 44

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 11.—*Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$12,982 13	\$60,289 53	\$6,177 65	\$10,119 56	\$89,568 87
Miscellaneous line....	4,223 54	23,146 41	1,664 04	3,668 77	32,702 76
Canadian line.....	71 51	468 29	28 84	53 67	622 31
German Lloyd	2,568 17	17,539 70	524 72	3,132 32	23,764 91
Hamburg line.....	1,803 32	10,002 95	674 80	1,702 17	14,183 24
N. Y. and Havre line..	1,466 84	7,178 11	690 76	1,150 32	10,486 03
North American Lloyd.	36 64	468 91	.....	78 89	594 44
Total	23,152 15	119,093 90	9,760 81	19,905 70	171,912 56
Amount received.....	142,246 05	.....	29,666 51	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$39,578 29	\$9,145 97	\$28,008 64	\$76,732 90
Miscellaneous line.....	10,677 26	2,053 47	3,980 36	16,711 09
Canadian line.....	92 56	.....	5 10	97 66
German Lloyd	13,165 06	2,015 96	3,202 30	18,383 32
Hamburg line.....	6,553 36	671 99	1,331 70	8,557 05
N. Y. and Havre line..	5,957 36	1,019 16	1,736 10	8,712 62
North American Lloyd.	985 26	.....	121 80	1,107 06
Total	77,009 15	14,906 55	38,386 00	130,301 70
Amount sent	91,915 70	.....	.....	38,386 00	.....

Amount collected in the United States \$234,161 75
 Amount collected in Prussia 68,052 51

Total..... 302,214 26

Excess collected in the United States..... \$166,109 24
 Increase of postage over last fiscal year..... 8,016 69

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 12.—*Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$9,666 30	\$8,945 05	\$20,404 75	\$8,544 35	\$47,560 45
Miscellaneous line.....	3,585 49	6,085 71	7,681 61	5,528 63	22,881 44
Canadian line.....	2,007 82	4,353 41	4,378 55	4,573 53	15,313 31
German Lloyd.....	2,432 63	4,194 77	7,603 58	1,978 48	16,209 46
Hamburg line.....	2,105 42	3,088 23	4,811 60	2,294 55	12,299 80
French lines.....	4,246 31	5,689 21	9,506 16	5,387 47	24,829 15
N. Y. and Havre line..	1,348 81	1,915 85	2,514 27	1,980 22	7,759 15
North American Lloyd..	127 38	225 48	23 01	586 16	962 00
Baltimore and Liver- pool S. S. Co.....	6 03	118 85	12 90	186 45	324 23
Continental S. S. Co..	30	.....	90	.....	1 20
Total.....	25,526 49	34,616 56	56,937 33	31,059 81	148,140 19
Amount received.....	60,143 05	.....	87,997 14	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$12,867 79	\$18,430 80	\$16,648 48	\$22,647 81	\$70,594 88
Miscellaneous line....	286 23	1,800 75	1,806 06	1,787 98	5,681 02
Canadian line.....	365 57	1,317 41	782 49	1,093 90	3,559 37
German Lloyd.....	608 13	5,829 45	2,153 67	5,903 35	14,494 60
Hamburg line.....	48 81	2,930 88	2,106 24	2,533 17	7,619 10
French lines.....	7,171 44	6,397 24	6,651 21	10,525 49	30,745 38
N. Y. and Havre line..	1,020 21	7,752 80	3,391 16	5,777 09	17,941 26
North American Lloyd..	3 21	142 29	23 52	68 19	237 21
Baltimore and Liver- pool S. S. Co.....	30	.....	.....	.....	30
Continental S. S. Co..	.....	749 55	67 26	292 33	1,109 14
Total.....	22,371 69	45,351 17	33,630 09	50,629 31	151,982 26
Amount sent.....	101,352 95	.....	.....	50,629 31	.....

Amount collected in the United States..... \$161,496 00

Amount collected in France..... 138,626 45

Total..... 300,122 45

Excess collected in the United States..... \$22,869 55

Increase of postage over last fiscal year..... 42,723 50

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 13.—*Amount of letter postage on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$812 14	\$596 70	\$1,638 36	\$476 28	\$3,523 43
Miscellaneous line....	466 83	396 09	780 30	375 84	2,019 06
Canadian line.....	158 34	299 08	823 39	65 88	1,346 69
German Lloyd	145 80	153 90	369 63	77 76	747 09
Hamburg line.....	173 23	127 17	257 58	168 21	726 19
N. Y. and Havre line..	149 31	136 08	219 51	186 03	690 93
Continental S. S. Co..	20 13	4 93	23 55	10 99	59 60
Belgian line.....	8 40	6 75	28 05	.....	43 20
North American Lloyd.	7 29	5 67	.....	14 58	27 54
Total	1,941 47	1,726 37	4,140 37	1,375 57	9,183 78
Amount received	3,667 84	.....	5,515 94	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$735 48	\$551 61	\$650 16	\$1,858 14	\$3,795 39
Miscellaneous line....	157 95	188 73	202 77	474 93	1,024 38
Canadian line.....	14 04	19 44	2 41	18 09	53 98
German Lloyd	191 43	224 91	237 60	632 61	1,286 55
Hamburg line.....	61 56	186 57	79 92	269 73	597 78
N. Y. and Havre line..	27	258 39	187 92	369 36	815 94
Continental S. S. Co..	.....	8 10	3 90	3 45	15 45
Belgian line.....	8 25	.....	.....	10 80	19 05
North American Lloyd.	.....	39 69	.....	27 81	67 50
Total	1,168 98	1,477 44	1,364 68	3,664 92	7,676 02
Amount sent.....	4,011 10	.....	.....	3,664 92	.....

Amount collected in Belgium	\$9,180 86
Amount collected in the United States	7,678 94
Total	16,859 80
Excess collected in Belgium	\$1,501 92
Increase of postage over last fiscal year	1,648 49

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No. 14.—*Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd	\$5,466 91	\$21,432 07	\$4,074 90	\$19,047 49	\$50,021 37
North American Lloyd	301 93	1,443 51	264 80	1,072 17	3,082 41
Total.....	5,768 84	22,875 58	4,339 70	20,119 66	53,103 78
Amount received	28,644 42	.....	24,459 36	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
German Lloyd	\$131 30	\$64,086 43	\$14,266 41	\$13,099 97	\$91,584 11
North American Lloyd.	2 15	8,300 33	299 39	1,058 26	9,660 13
Total.....	133 45	72,386 76	14,565 80	14,158 23	101,244 24
Amount sent.....	87,086 01	.....	.....	14,158 23	.....

Amount collected in the United States \$115,730 43
 Amount collected in Bremen..... 38,617 59

Total..... 154,348 02

Excess collected in the United States..... \$77,112 84
 Increase of postage over last fiscal year..... 44,223 83

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 FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 15.—*Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line.....	\$4,340 35	\$14,027 24	\$3,076 80	\$12,798 91	\$34,243 30
Amount received	18,367 59	.....	15,875 71	.....	.....

Sent	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg line.....	\$55 52	\$43,410 22	\$3,715 70	\$9,366 70	\$61,548 14
Amount sent.....	52,181 44	.....	.....	9,366 70	.....

Amount collected in the United States.....	\$70,549 03
Amount collected in Hamburg.....	25,242 41
Total.....	95,791 44
Excess collected in the United States.....	\$45,306 62
Increase of postage over last fiscal year.....	6,654 68

H. J. ANDERSON, *Auditor*.OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.No. 16.—*Number of letters and newspapers exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	958,891	1,131,541	793,304	756,432
Miscellaneous line.....	711,868	585,367	328,897	351,139
Canadian line.....	333,008	126,807	96,908	55,248
German Lloyd	103,832	279,778	91,334	244,479
Hamburg line.....	79,877	107,275	58,942	110,350
New York and Havre line.....	77,503	102,596	68,906	114,294
Baltimore and Liverpool Steamship Company	29,092	1,041	77	42
North American Lloyd.....	10,522	14,166	10,431	17,984
Total.....	2,304,593	2,348,571	1,448,799	1,649,978
Increase over last fiscal year.....	51,902	78,206	386,093	118,485

H. J. ANDERSON, *Auditor*.OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.No. 17.—*Number of letters and newspapers exchanged between the United States and the Kingdom of Prussia in closed mails during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	294,445	259,468	24,826	37,175
Miscellaneous line	107,789	59,616	8,563	14,984
Canadian line	2,054	303	132	.....
German Lloyd.....	77,495	66,905	5,434	22,066
Hamburg line	46,345	30,705	3,798	8,155
New York and Havre line.....	34,516	31,122	4,045	8,486
North American Lloyd.....	1,971	4,021	75	816
Total.....	564,615	452,140	46,873	91,682
Increase over last fiscal year.....	80,845	.....	13,076	.....
Decrease from last fiscal year.....	.....	19,736	.....	31,260

H. J. ANDERSON, *Auditor*.OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 18.—*Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	292, 535	443, 747	34, 510	195, 175
Miscellaneous line	138, 369	36, 339	16, 305	16, 685
Canadian line	92, 375	20, 925	19, 873	4, 620
German Lloyd	98, 760	91, 577	19, 514	35, 959
Hamburg line	74, 998	48, 448	10, 818	19, 550
French lines	154, 704	187, 808	26, 196	76, 655
New York and Havre line	47, 930	113, 287	5, 257	52, 141
North American Lloyd	6, 113	1, 479	564	1, 004
Baltimore and Liverpool S. S. Co	2, 025	2		
Continental Steamship Co	8	7, 014		1, 848
Total	907, 817	950, 626	133, 037	403, 637
Increase over last fiscal year	152, 406	120, 795	9, 869	92, 269

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FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 19.—*Number of letters and newspapers exchanged between the United States and Belgium during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	13, 062	13, 381	11, 619	2, 736
Miscellaneous line	7, 429	3, 794	3, 713	748
Canadian line	5, 320	193	5, 439	186
German Lloyd	2, 766	4, 767	2, 902	1, 247
Hamburg line	2, 697	2, 133	1, 257	556
Belgian line	288	127	130	148
New York and Havre line	2, 558	2, 997	1, 715	781
Continental Steamship Co	304	103	75	10
North American Lloyd	102	250	163	75
Total	34, 526	27, 745	27, 013	6, 487
Increase over last fiscal year	3, 931	2, 677	11, 081	
Decrease from last fiscal year				636

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 20.—*Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
German Lloyd	419, 134	630, 471	66, 390	282, 990
North American Lloyd	25, 436	65, 669	2, 456	30, 452
Total	444, 570	696, 140	68, 846	313, 442
Increase over last fiscal year	183, 754	173, 146	48, 070	.....
Decrease from last fiscal year .....	.....	.....	.....	38, 853

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 21.—*Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ended June 30, 1867.*

Line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Hamburg line	233, 240	427, 528	41, 597	187, 091
Increase over last fiscal year	2, 339	41, 999	20, 340
Decrease from last fiscal year	38, 187

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 22.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to the West India Islands during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
West India line:			
Received	312, 658	59, 083	\$41, 695 41
Sent	247, 768	120, 699	27, 862 19
Total	560, 426	179, 782	69, 557 60
Add newspaper postage at two cents each ..	.....	.....	3, 595 64
Total postages .....	.....	.....	73, 153 24
Decrease as compared with last fiscal year ..	33, 011	21, 414	5, 460 77

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 23.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Pacific Mail Steamship Company:			
Received	90,217	32,253	\$12,982 68
Sent	87,154	108,884	17,785 68
Total	177,371	141,137	30,768 36
Add newspaper postage at two cents each			2,822 74
Total postages			33,591 10
Increase over last fiscal year	36,868	35,122	6,213 30

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 24.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
American and Mexican Mail Steamship Co.:			
Received	8,618	1,709	\$981 51
Sent	14,258	22,938	1,447 50
Total	22,876	24,647	2,429 01
Add newspaper postage at two cents each			492, 94
Total postages			2,921 95

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 25.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Brazil during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
The United States and Brazil Steamship Co.:			
Received	31,880	11,919	\$3,277 33
Sent	55,629	44,544	5,795 82
Total	87,509	56,463	9,073 20
Add newspaper postage at two cents each			1,129 26
Total postages			10,202 46

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 26.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Nicaragua during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Central American Transit Co. :			
Received	1,980	471	\$193 66
Sent	684	633	68 40
Total	2,664	1,154	262 06
Add newspaper postage at two cents each			23 08
Total postages			285 14

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 27.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Venezuela during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Venezuela line:			
Received	1,119	110	\$72 14
Sent	1,685	567	175 94
Total	2,804	677	248 08
Add newspaper postage at two cents each			13 54
Total postages			261 62

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 28.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to China during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Pacific Mail Steamship Company:			
Received			
Sent	2,473	5,967	\$247 30
Total	2,473	5,967	247 30
Add newspaper postage at two cents each			119 34
Total postages			366 64

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 29.—*Statement of the amount of letter postage on the Nova Scotia and Prince Edward's Island mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Name of line.	Unpaid.	Unpaid distributed.	Paid distributed.	Paid stamps.
Nova Scotia line:				
Received	\$223 60	\$266 25		
Sent			\$1, 331 60	\$729 49

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 30.—*Number of letters and newspapers exchanged between the United States and foreign countries during the fiscal year ended June 30, 1867.*

Countries.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Great Britain	2, 304, 593	2, 348, 571	1, 448, 799	1, 649, 978
Prussia	564, 615	452, 140	46, 873	91, 682
France	907, 817	950, 626	133, 037	403, 637
Belgium	34, 526	27, 745	27, 013	6, 487
Bremen	444, 570	696, 140	68, 846	313, 442
Hamburg	283, 240	427, 528	41, 597	187, 091
West Indies	312, 658	247, 768	59, 083	120, 699
Panama	90, 217	87, 154	32, 253	108, 884
Nicaragua	1, 980	684	471	683
Mexico	8, 618	14, 258	1, 709	22, 938
Brazil	31, 880	55, 629	11, 919	44, 544
Venezuela	1, 119	1, 685	110	567
China		2, 473		5, 967
Total	4, 985, 833	5, 312, 401	1, 871, 710	2, 956, 599
Increase over last fiscal year	442, 203	425, 485	489, 986	152, 157

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 31.—*Amount of postages on mails exchanged between the United States and the British provinces during the fiscal year ended June 30, 1867.*

Amount on unpaid received	\$39, 136 03	
Amount on paid received	121, 399 91	
		\$160, 526 94
Amount on unpaid sent	30, 064 84	
Amount on paid sent	157, 712 10	
		187, 776 94
Total		348, 303 88

Amount collected in the United States	\$196,848 13
Amount collected in the British provinces	151,455 75
Excess collected in the United States.....	45,392 38
Increase of postage over last fiscal year.....	19,962 55

H. J. ANDERSON, *Auditor*.OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.*No. 32.—Amount of postage on foreign dead letters sent from and returned to the United States.*

United Kingdom to the United States, year ended December 31, 1866.....	\$1,486 63
France to the United States, year ended December 31, 1866.....	266 00
Prussia to the United States, fiscal year ended June 30, 1867.....	301 76
Bremen to the United States, fiscal year ended June 30, 1867.....	50 35
Hamburg to the United States, fiscal year ended June 30, 1867.....	22 60
Belgium to the United States, fiscal year ended June 30, 1867.....	18 90
United States to the United Kingdom, year ended December 31, 1866.....	6,207 52
United States to France, year ended December 31, 1866.....	1,318 30
United States to Prussia, fiscal year ended June 30, 1867.....	1,510 48
United States to Bremen, fiscal year ended June 30, 1867.....	5-7 83
United States to Hamburg, fiscal year ended June 30, 1867.....	514 65
United States to Belgium, fiscal year ended June 30, 1867	17 07
Total.....	12,302 09

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FOR THE POST OFFICE DEPARTMENT, October 31, 1867.*No. 33.—Balances due the United States on the adjustment of the accounts between the United States and Belgium during the fiscal year ended June 30, 1867.*

Third quarter of 1866	\$1,213 91
Fourth quarter of 1866.....	1,261 87
First quarter of 1867.....	1,144 09
Second quarter of 1867.....	1,118 51
Total.....	4,738 38

Balances due on the adjustment of the accounts between the United States and Prussia during the fiscal year ended June 30, 1867.

	United States.	Prussia.
Third quarter of 1866.....	\$376 99	.....
Fourth quarter of 1866.....	548 59	.....
First quarter of 1867.....	.....	\$511 74
Second quarter of 1867.....	.....	906 98
Total	925 58	1,418 72

Balances due Bremen on the adjustment of the accounts between the United States and Bremen during the fiscal year ended June 30, 1867.

Third quarter of 1866	\$15,337 89½
Fourth quarter of 1866.....	23,400 30½
First quarter of 1867.....	20,812 44½
Second quarter of 1867.....	23,100 34½
Total.....	82,650 99

Balances due Hamburg on the adjustment of the accounts between the United States and Hamburg during the fiscal year ended June 30, 1867.

Third quarter of 1866	\$13, 159 00
Fourth quarter of 1866	9, 204 53½
First quarter of 1867	17, 003 37½
Second quarter of 1867	13, 654 53½
Total	<u>53, 021 44½</u>

Balances due the United Kingdom on the adjustment of the accounts between the United States and the United Kingdom during the year ended December 31, 1866.

First quarter of 1866	\$43, 657 87½
Second quarter of 1866	39, 812 65
Third quarter of 1866	45, 340 69½
Fourth quarter of 1866	45, 376 17½
Total	<u>174, 187 39½</u>

Balances due France on the adjustment of the accounts between the United States and France during the year ended December 31, 1866.

First quarter of 1866	\$10, 691 16
Second quarter of 1866	13, 120 74
Third quarter of 1866	14, 288 55
Fourth quarter of 1866	13, 508 74
Total	<u>51, 609 19</u>

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FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 34.—*Prussian closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	Unpaid.	Paid.	News-papers.	Amount paid Great Britain.
MAILS RECEIVED.	1866.	Ounces.	Ounces.	Number.	
British packets.....	1st quarter.....	20,735	6,725½	3,939	\$16,630 7½
	2d quarter.....	18,012½	7,768	4,146	15,549 5½
	3d quarter.....	18,002½	5,826	5,239	14,468 ½
	4th quarter.....	18,558	6,140	7,316	15,028 59
	Total.....	75,308	26,459½	20,640	61,676 8½
American packets.....	1st quarter.....	18,688½	5,433	4,719	5,008 5½
	2d quarter.....	16,583	5,807	4,709	4,617 6½
	3d quarter.....	16,006½	4,684	6,930	4,352 5½
	4th quarter.....	16,687½	5,112	5,860	4,548 4½
	Total.....	67,965½	21,036	22,218	18,527 8½
MAILS SENT.					
British packets.....	1st quarter.....	9,268	17,288½	12,314	14,651 ¾
	2d quarter.....	8,261½	14,493	11,945	12,592 8½
	3d quarter.....	7,768½	14,906½	10,912	12,511 ¼
	4th quarter.....	8,022½	16,518½	9,729	13,479 73
	Total.....	33,320½	63,196½	44,900	53,235 45
American packets.....	1st quarter.....	2,993	16,143½	17,043	2,822 5½
	2d quarter.....	2,828	12,506½	16,695	2,392 1½
	3d quarter.....	2,991½	13,982	14,482	2,560 9½
	4th quarter.....	3,157	12,958½	13,588	2,444 0½
	Total.....	11,969½	55,590½	61,803	10,279 6½
				Ounces.	News-papers.
Total received.....				190,769	42,558
Total sent.....				164,077	106,708
Grand total.....				<u>354,846</u>	<u>149,566</u>

Total amount paid Great Britain, \$143,719 80½.

H. J. ANDERSON, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.No. 35.—*Belgian closed mail account for the year ended December 31, 1866.*

Cunard line.	RECEIVED.		SENT.		Amount paid Great Britain.
	Ounces of letters.	No. of news-papers.	Ounces of letters.	No. of news-papers.	
1st quarter.....	1,031½	2,221	1,117½	630	\$916 72
2d quarter.....	1,026½	2,035	1,191½	616	940 12
3d quarter.....	1,011	2,289	1,116½	556	907 90
4th quarter.....	1,037½	2,027	1,268½	626	975 46
Total.....	4,106½	8,572	4,694	2,428	3,740 20

	Ounces.	Newspapers.
Total received and sent	8,800½	11,000

Total amount paid Great Britain, \$3,740 20.

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 36.—*Havana closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	RECEIVED.		Amount rec'd by United States.
		Ounces.	Newspapers.	
British packets	1st quarter	2,147½	3,997	\$616 81½
	2d quarter	2,047½	3,932	590 51½
	3d quarter	1,907½	3,884	554 61½
	4th quarter	1,712½	3,785	503 88½
	Total	7,815½	15,598	2,265 83½
American packets	1st quarter	726	1,310	498 10
	2d quarter	730½	1,182	498 30½
	3d quarter	653½	1,190	448 41½
	4th quarter	634½	1,141	435 40½
	Total	2,744½	4,823	1,880 22½

	Ounces.	Newspapers.
Total received	10,559½	20,421

Total amount received by the United States, \$4,146 05½.

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 37.—*Canadian closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	RECEIVED.		SENT.		Amount received by the United States.
		Ounces of letters.	No. of news- papers.	Ounces of letters.	No. of news- papers.	
British packets...	1st quarter	12,191½	68,634	6,431½	17,159	\$4,043 67½
	2d quarter	13,301½	71,641	7,820½	25,908	4,591 23
	3d quarter	12,692½	69,271	9,284½	17,494	4,482 48½
	4th quarter	11,543	70,018	7,216½	16,037	4,066 00½
	Total	49,726½	279,564	30,753	76,598	17,183 39½
American packets.	1st quarter	195½	150	190	154	208 59½
	2d quarter	143	31	128½	103	145 08½
	3d quarter	134½	92	3½	.....	74 02½
	4th quarter	163½	10	30	20	102 05½
	Total	636½	283	351½	277	529 76½

	Ounces.	Newspapers.
Total received.....	50,364½	279,247
Total sent	31,104½	76,575
Grand total.....	81,469	356,722

Total amount received by the United States, \$17,713 16½.

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 38.—*Honolulu and Vancouver's island closed mail account for the year ended December 31, 1866.*

Steamers.	RECEIVED.		SENT.		VIA PANAMA.		Fees on registered letters.	Amount received by the United States.
	Ounces of letters.	No. of newspapers.	Ounces of letters.	No. of newspapers.	Ounces of letters.	No. of newspapers.		
British steamers...	6,100½	34,012	7,000	373				\$2,325 9½
American steamers.	2,048½	28,099	3,735	509	8,079½	11,151	64	6,044 35
Total.....	8,149½	62,111	10,735	882	8,079½	11,151	64	8,373 6½

	Ounces.	Newspapers.
Total received and sent.....	26,963½	74,144

Total amount received by the United States, \$8,373 6½.

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 39.—*Mexican closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	RECEIVED.		Amount received by the United States.
		Ounces of letters.	No. of newspapers.	
British packets	1st quarter.....	26½	9	\$6 7½
	2d quarter.....	116	64	39 2½
	3d quarter.....	117½	13	29 5½
	4th quarter.....	60	20	15 40
	Total.....	319½	106	81 99½
American packets.....	1st quarter.....	37½	8	24 3½
	2d quarter.....	71½	12	46 5½
	3d quarter.....	152½	76	100 4½
	4th quarter.....	51½	20	33 7½
	Total.....	312	116	205 12

	Ounces.	Newspapers.
Total received.....	631½	222
Total amount received by the United States, \$287 11¼.		

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 40.—Amounts reported as due the steamers of the Miscellaneous line, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$61,280 13
Fourth quarter of 1866.....	64,287 68
First quarter of 1867.....	64,631 60
Second quarter of 1867.....	51,182 52
Total amount paid.....	241,381 93

Amounts reported as due the steamers of the German Lloyd, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$20,489 08
Fourth quarter of 1866.....	14,423 26
First quarter of 1867.....	18,122 95
Second quarter of 1867.....	38,296 09
Total amount paid.....	91,331 38

Amounts reported as due the steamers of the Canadian line, being the sea postages on the mails conveyed during the fiscal year ended June, 30, 1867.

Third quarter of 1866.....	\$15,271 33
Fourth quarter of 1866.....	17,608 13
First quarter of 1867.....	24,554 81
Second quarter of 1867.....	17,324 72
Total amount paid.....	74,758 99

Amounts reported as due the steamers of the Hamburg line, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$6,153 55
Fourth quarter of 1866.....	11,382 34
First quarter of 1867.....	19,132 27
Second quarter of 1867.....	10,908 86
Total amount paid.....	47,577 02

Amounts reported as due the steamers of the Continental Steamship Company, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$334 94
Fourth quarter of 1866.....	25 94
First quarter of 1867.....	.....
Second quarter of 1867.....	.....
Total amount paid.....	360 88

Amounts reported as due the steamers of the New York and Havre line, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$29,307 30
Fourth quarter of 1866.....	20,512 34
First quarter of 1867.....	10,390 22
Second quarter of 1867.....	12,850 06
Total amount paid.....	<u>73,059 92</u>

Amounts reported as due the steamers of the North American Lloyd, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$2,598 67
Fourth quarter of 1866.....	.....
First quarter of 1867.....	3,661 33
Second quarter of 1867.....	10,107 12
Total amount paid.....	<u>16,367 12</u>

Amounts reported as due the steamers of the Baltimore and Liverpool Steamship Company, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$1,619 10
Fourth quarter of 1866.....	1,900 92
First quarter of 1867.....	1,663 98
Second quarter of 1867.....	1,316 77
Total amount paid.....	<u>6,500 77</u>

Amounts reported as due the steamers carrying the mails between the United States and the West India islands, being the amounts paid for services rendered during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$11,141 42½
Fourth quarter of 1866.....	14,436 28
First quarter of 1867.....	16,974 53
Second quarter of 1867.....	18,159 54
Total amount paid.....	<u>60,711 77½</u>

Amounts reported as due the steamers of the Pacific Mail Steamship Company, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$4,655 91
Fourth quarter of 1866.....	5,630 84
First quarter of 1867.....	5,986 34
Second quarter of 1867.....	6,683 70
Total amount paid.....	<u>22,956 79</u>

Amounts reported as due the steamers of the Nova Scotia line, being one-half of the United States postages paid for services rendered during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$508 96½
Fourth quarter of 1866.....	229 02
First quarter of 1867.....	} 537 42½
Second quarter of 1867.....	
Total amount paid.....	<u>1,275 47</u>

Amounts reported as due the steamers of the Central American Transit Company, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.

Third quarter of 1866.....	\$39 28
Fourth quarter of 1866.....	60 28
First quarter of 1867.....	110 22
Second quarter of 1867.....	80 24
Total amount paid.....	<u>290 02</u>

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

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